

**BY ORDER OF THE  
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-2C-32B,  
VOLUME 2**



**26 OCTOBER 2015**

***Flying Operations***

**C-32B AIRCREW EVALUATION  
CRITERIA**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*, AFPD 11-4, *Aviation Service*, and is consistent with Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Vol 2 *Aircrew Standardization/Evaluation Program*. It establishes the Aircrew Standardization/Evaluation (Stan/Eval) program that supports AF objectives for aircrew members operating C-32B aircraft. This instruction is applicable to Air National Guard units. This instruction does not apply to Regular Air Force or Air Force Reserve Command (AFRC) units. This publication requires the collection and or maintenance of information protected by the Title 5 United States Code (USC) Section 552a, *The Privacy Act of 1974*, authorized by 37 USC § 301a, *Incentive Pay: aviation career*; Public Law (PL) 92-204, *Appropriations Act for 1973*; 93-570 § 715, *Appropriations Act for 1974*; 93-294, *Aviation Career Incentive Act of 1974*; DOD Instruction 7730.57, *Aviation Incentive Pays and Continuation Bonus Program*; and Executive Order 9397, *Numbering System for Federal Accounts Relating to Individual Persons*, as amended. The applicable SORN, F011 AF XO A, *Aviation Resource Management Systems (ARMS)*, is available at: <http://dpcl.d.defense.gov/Privacy/SORNS.aspx>. The PL 104-13, *The Paperwork Reduction Act of 1995*, affects this instruction, and it is published IAW AFI 33-360, *Publications and Forms Management*. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) in the Air Force Records Information Management System (AFRIMS). The authorities to waive wing/unit level requirements in this publication are identified with a tier ("T-0, T-1, T-2, T-3") number following the compliance statement. Submit

requests for waivers through the chain of command to the appropriate Tier waiver approval authority. See AFI 33-360, for a description of the authorities associated with the tier numbers. Refer recommended changes and conflicts between this and other publications to AFSOC/A3V, 100 Bartley Street, Suite 121W, Hurlburt Field, FL 32544 on Air Force (AF) Form 847, *Recommendation for Change of Publication*.

## ***SUMMARY OF CHANGES***

This document is substantially revised and must be thoroughly reviewed. This document is revised to align with AFI 11-202, Vol 2. Major changes include chapter realignment, paragraph renumbering, tier requirements for waiver authority added (**Paragraph 1.4.1**), changes to pilot evaluations (**Chapter 4**), and general grading criteria.

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## Chapter 1

### GENERAL INFORMATION

**1.1. General.** This instruction establishes requirements and grading criteria for ground and flight phases of initial, requalification, and periodic flight evaluations. Aircrew evaluations will be conducted IAW this instruction and AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, as supplemented. Specific areas for evaluation are prescribed to ensure an accurate assessment of the proficiency and capabilities of aircrews. Flight examiners use this AFI when conducting aircrew evaluations. Instructors use this AFI when preparing aircrews for qualification.

1.1.1. The Aircrew Standardization and Evaluation Program is the commander's tool to validate mission readiness and the effectiveness of unit flying, to include documentation of individual aircrew member qualifications and capabilities. For the purposes of this instruction, the National Guard Bureau (NGB) is considered a Major Command (MAJCOM).

**1.2. Applicability.** This instruction applies to all individuals performing crew duties on AFSOC/ANG C-32B aircraft. (T-2)

**1.3. Key words and definitions.**

1.3.1. "Will" and "Shall" indicate a mandatory requirement.

1.3.2. "Should" is normally used to indicate a preferred, but not mandatory, method of accomplishment.

1.3.3. "May" indicates an acceptable or suggested means of accomplishment.

1.3.4. "Note" indicates operations procedures, techniques, etc., considered essential to emphasize.

**1.4. Waivers.** Waiver authority for directive guidance (will, shall, must, etc.) throughout this regulation is tiered IAW AFI 33-360, *Publications and Forms Management*. IAW AFI 11202, Vol 2, the MAJCOM/A3 is the waiver authority for individual aircrew requirements on a case-by-case basis, but the MAJCOM/A3 may not approve blanket or group (two or more aircrew) waivers. Waiver requests should be submitted through MAJCOM Standardization and Evaluation channels to the A3. As applicable, MAJCOM/A3 will forward requests to AF/A3O, with an info copy to AF/A3O-AI.

1.4.1. Tier requirements refer to waiver authority based on level of risk. Refer to AFI 33-360, Table 1.1, Tier Waiver Authorities.

**1.5. Supplements.** Units are encouraged to supplement this instruction with standard evaluation profiles that best fit the unit's mission, equipment, and location. Coordinate supplements for approval IAW AFI 11-202, Vol 2. Any unit developed supplements to this AFI is forwarded to AFSOC/A3V for prepublication approval.

**1.6. Requisition and Distribution Procedures.** Unit commanders may provide copies for all aircrew members and associated support personnel.

**1.7. Improvement Recommendations.** Recommendations for improvement to this instruction are encouraged. Send comments and suggested improvements through

standardization/evaluation channels, on an AF Form 847, *Recommendation for Change of Publication*, according to AFI 11-215, *Flight Manual Procedures*, and MAJCOM Supplement.

**1.8. Evaluations.** This instruction establishes standardized instrument, qualification, mission, and instructor evaluation criteria. It also establishes the areas/subareas necessary for the successful completion of evaluations, and identifies required areas/subareas that will be considered critical and/or non-critical. (T-2)

**1.9. Evaluation Requirements.** Accomplish evaluations concurrently, whenever practical. Each C-32B crewmember will be evaluated at the frequency in AFI 11-202, Vol 2 and the appropriate MAJCOM supplement: (T-2)

1.9.1. Instrument (INSTM) Evaluation. All C-32B pilots will successfully complete initial and periodic instrument evaluations including the requisite instrument refresher course (IRC) and open-book, written instrument examination according to AFMAN 11-210, *Instrument Refresher Course Program*, and a flight evaluation.

1.9.2. Qualification (QUAL) Evaluation. All C-32B aircrew members will successfully complete initial and periodic qualification evaluations including the requisite open-book, closed-book, Boldface written examinations, emergency procedures evaluation (EPE), and a flight evaluation.

1.9.3. Mission (MSN) Evaluations. C-32B aircrew members will successfully complete initial and periodic airland mission evaluations. Mission evaluations should be as realistic as possible with a minimum of simulated events.

1.9.4. Instructor (INSTR) Evaluations. To initially qualify as an instructor in the C-32B, aircrew members will successfully complete an initial instructor qualification course and evaluation. Subsequently, aircrew members designated as instructors will be evaluated on their ability to instruct during all periodic evaluations.

1.9.5. SPOT Evaluations. A SPOT evaluation is an evaluation not intended to satisfy the requirements of a periodic (i.e., INSTM, QUAL or MSN) evaluation. SPOT evaluations have no specific requisites or requirements unless specified in MAJCOM supplements. See AFI 11202, Vol 2 for options available to convert a SPOT evaluation to meet requirements of a periodic evaluation.

1.9.6. Emergency Procedures Evaluations (EPE). See AFI 11-202, Vol 2 requirements and the following: An EPE is a requisite for all QUAL and MSN evaluations. EPEs may be conducted verbally, in-flight, or by another method determined by the examiner or unit stan/eval. EPEs should be scenario driven and tailored to the specific crew position. The EPE will include areas commensurate with the examinee's qualification and experience level. Flight examiners should include other general knowledge areas as well. For MSN evaluations, evaluate mission-specific equipment and situations. EPEs will include sufficient in-flight and ground emergencies to evaluate the examinee's knowledge of systems and procedures to the flight examiner's satisfaction.

1.9.6.1. Examinees may use publications that are normally available in-flight. The examinee must be able to recite all Boldface items from memory and provide the initial steps of selected emergency procedures that would not allow time for reference.

1.9.6.2. Examinees receiving an overall EPE grade of unqualified will be placed in supervised status until recommended additional training and re-evaluation are completed. Examinees receiving an overall EPE grade of unqualified because of unsatisfactory Boldface procedures will not be permitted to fly in their aircrew position until a successful re-evaluation is accomplished. Accomplish additional training according to requirements in AFI 11-202, Vol 2.

1.9.7. Evaluation Prefixes. Use AFI 11-202, Vol 2 evaluation prefixes for AF Form 8, *Certificate of Aircrew Qualification*. Use “SPOT” for the pilot air refueling evaluation. Use “QUAL/MSN” for the loadmaster and airborne mission system specialist evaluation. For combined pilot mission evaluations annotate as “INSTM/QUAL/MSN”. Use the same annotation on the AF Form 942, *Record of Evaluation*.

## **1.10. Grading Policies. (T-2)**

1.10.1. The overall qualification level awarded an evaluation is based on performance during both the flight and ground phases. This grade should be awarded only after all evaluation requirements have been completed and given due consideration.

1.10.2. To receive a qualified grade on an evaluation, the aircrew member must satisfy the criteria set forth for that evaluation and demonstrate ability to operate the aircraft and/or equipment safely and effectively during all phases of an evaluation.

1.10.3. Use the grading criteria in this instruction to grade areas/subareas accomplished during an evaluation.

1.10.3.1. The flight examiner must grade the areas/subareas listed as “required” in the general and specific evaluation sections of this instruction.

1.10.3.2. The flight examiner may grade any area/subarea accomplished during an evaluation if performance in that area/subarea impacts the specific evaluation accomplished or flight safety.

1.10.4. When in-flight evaluation of a required area is not possible, the area may be verbally evaluated. Flight examiners will make every effort to evaluate all required areas in-flight before resorting to this provision. When used, the evaluator will identify the area or items within the area that were verbally evaluated on AF Form 8 as an examiner remark (following the mission description). See [Chapter 3](#) for specific areas that may be verbally evaluated.

1.10.5. Grading criteria tolerances assume smooth air and stable aircraft conditions. Minor or momentary deviations are acceptable, provided the examinee applies prompt corrective action and such deviations do not jeopardize flight safety. Consider cumulative deviations when determining the overall grade.

1.10.5.1. For pilots only, if the flight manual recommends a specific airspeed range for performance of a maneuver, the flight examiner will apply the grading criteria to the upper and lower limits of that range.

1.10.5.2. Flight examiners will use sound judgment in the application of the grading criteria in this instruction to determine the final grade.

**1.11. Grading System. (T-1)**

**Note:** This paragraph for reference only and duplicates information in AFI 11-202, Vol 2, allowing the evaluator a single-source instruction to conduct an evaluation. When a conflict occurs, use AFI 11-202, Vol 2.

**1.11.1. Overall Qualification Levels.**

1.11.1.1. Qualification Level 1 (Q-1). The aircrew member demonstrated desired performance and knowledge of procedures, equipment, and directives within tolerances specified in this instruction. Qualification Level 1 will be awarded when no discrepancies were noted and may be awarded when discrepancies are noted if:

1.11.1.1.1. The discrepancies resulted in no more than a “Q-” grade being given in any area(s)/subarea(s).

1.11.1.1.2. In the judgment of the flight examiner, none of the discrepancies preclude awarding of an overall Qualification Level 1.

1.11.1.1.3. All discrepancies noted during the evaluation were cleared during the evaluation debrief.

1.11.1.2. Qualification Level 2 (Q-2). The aircrew member demonstrated the ability to perform duties safely, but:

1.11.1.2.1. There were one (or more) area(s)/subarea(s) where additional training was assigned.

1.11.1.2.2. A non-critical area/subarea grade of “U” was awarded.

1.11.1.2.3. In the judgment of the flight examiner, there is justification based on performance in one or more areas/subareas.

1.11.1.3. Qualification Level 3 (Q-3). The aircrew member demonstrated an unacceptable level of safety, performance or knowledge.

1.11.1.3.1. A grade of “U” awarded in a critical subarea/area requires an overall “Q-3” for the evaluation.

1.11.1.3.2. An overall “Q-3” can be awarded if, in the judgment of the flight examiner, there is justification based on performance in one or more areas/subareas.

1.11.1.4. The flight examiner will indicate all appropriate restriction(s) and additional training on the AF Form 8.

1.11.2. Area/Subarea Grades. Areas/Subareas will have a two-level (Q/U) or three-level (Q/Q-/U) grading system. The overall area grade will be the lowest of any subarea grade awarded.

1.11.2.1. A “Q” is the desired level of performance. The examinee demonstrated a satisfactory knowledge of all required information, performed aircrew duties within the prescribed tolerances and accomplished the assigned mission.

1.11.2.2. A “Q-” indicates the examinee is qualified to perform the assigned area tasks, but requires debriefing or additional training as determined by the flight examiner. Deviations from established standards must not exceed the prescribed “Q-” tolerances or jeopardize flight safety.



1.11.2.3. Assign a “U” area grade for any breach of flight discipline, performance outside allowable parameters or deviations from prescribed procedures/ tolerances that adversely affected mission accomplishment or compromised flight safety. An examinee receiving an area grade of “U” normally requires additional training. When, in the judgment of the flight examiner, additional training will not constructively improve examinee’s performance, it is not required. In this case, the flight examiner must thoroughly debrief the examinee.

1.11.3. Boldface. Grade Boldface either “Q” or “U.”

1.11.4. Critical Areas. Critical areas require adequate accomplishment by the aircrew member in order to successfully achieve the mission objectives. If an aircrew member receives an unqualified grade in any critical area, the overall grade for the evaluation will also be unqualified. Critical areas are identified by “(Critical)” in the area title and shading of Q- block on the AF Form 3862, *Aircrew Evaluation Worksheet*.

**1.12. Unsatisfactory Performance.** (T-1) **Note:** This paragraph for reference only and duplicates information in AFI 11-202, Vol 2, allowing the evaluator a single-source instruction to conduct the evaluation. When a conflict occurs, use AFI 11-202, Vol 2.

1.12.1. Conduct a thorough pre-mission briefing and post-mission debriefing to the examinee and applicable aircrew members on all aspects of the evaluation.

1.12.2. Immediately correct breaches of flying safety or flight discipline. When an examinee jeopardizes safety of flight, the evaluator may assume the duties of that aircrew member (provided the examiner’s flight duty period (FDP) does not exceed AFI 11-202, Vol 3, *General Flight Rules* maximum FDP for a basic crew). This does not mean the flight examiner must assume the examinee’s position any time unsatisfactory performance is observed. If the examiner feels the examinee can continue safely with supervision the examiner is not required to assume the examinee’s duties.

1.12.3. Assign a qualification level of “Q-3” for unsatisfactory performance in any critical area/sub-area or if the flight examiner assumes the examinee’s duties.

1.12.4. Immediately notify the examinee’s squadron commander/operations officer and flight commander, if available, when less than Q-1 performance is observed.

1.12.5. Unsatisfactory performance in a non-critical area/subarea will result in no higher than a qualification level “Q-2.”

1.12.6. Flight examiners must report deviations/discrepancies from established procedures/directives in any area, regardless of the individual’s crew specialty, to the squadron/group commander, along with the evaluator’s recommendation for corrective action, IAW AFI 11-202, Vol 2 and the MAJCOM supplement.

### **1.13. Conduct of Evaluations.**

1.13.1. Before the Aircraft Commander (AC) Briefing, the evaluator will inform the AC of any special requirements. Flight examiners will brief the examinee on the conduct, purpose, and requirements of the evaluation, as well as all applicable evaluation criteria, prior to flight. Any unique evaluator inputs to the planned profile should be communicated to the examinee no later than 24 hours prior to scheduled mission brief. The examinee will accomplish all required mission planning. If an Operations Planning Team or Deployment

Planning Team accomplishes mission planning, the examinee is ultimately responsible for the accuracy and completeness of all mission planning paperwork. Units will provide flight examiners with a copy of necessary charts, flight logs, mission folders, and any additional items they deem necessary. Flight examiners will then evaluate the examinee in each graded area/subarea. (T-2)

1.13.2. Flight examiners will ensure all required training and documentation is complete prior to initial or requalification evaluations. (T-2)

1.13.2.1. Flight examiners will normally not evaluate personnel they have primarily trained or recommended for an upgrade evaluation.

1.13.2.2. Unless requested by examinee and approved by squadron supervision, the examinee will be current for all events evaluated during a periodic evaluation.

1.13.2.3. Flight examiners will not intentionally fail any equipment during flight evaluations, but may deny the use of systems not affecting safety of flight. (T-2)

1.13.3. Unless otherwise specified, flight examiners may conduct the evaluation in any crew position/ seat which will best enable the flight examiner to observe the examinee's performance.

1.13.3.1. To ensure the most comprehensive evaluation, the flight examiner should not occupy a primary crew position. If conditions warrant, the flight examiner may occupy a primary crew position during an evaluation with unit commander approval.

1.13.4. Note discrepancies and deviations from prescribed tolerances and performance criteria during the evaluation. Compare the examinee's performance with the tolerances provided in the grading criteria and assign an appropriate grade for each area/subarea.

1.13.4.1. The judgment of the flight examiner, guidance provided in AFI 11-202, Vol 2, and this instruction will be the determining factors in assigning an overall grade. The flight examiner will thoroughly critique all aspects of the flight. During the critique, the flight examiner will review the examinee's overall rating, specific deviations, area/subarea grades assigned, and any additional training required. (T-2)

1.13.4.2. An evaluation will not be changed to a training mission to avoid documenting substandard performance, nor will a training mission be changed to an evaluation. (T-3)

1.13.4.3. In the event of unsatisfactory performance, the flight examiner will determine additional training requirements. Normally, additional training should not be accomplished on the same flight. **Exception:** Additional training on the same flight is allowed when unique situations presenting valuable training opportunities (i.e., thunderstorm avoidance, crosswind landings) exist. This option requires utmost flight examiner discretion and judicious application. When used, the examinee must be informed of when the additional training begins and ends. (T-2)

1.13.5. When evaluations are less than Q-1 performance, immediately notify the examinee's squadron commander/operations officer according to AFI 11-202, Vol 2. (T-2)

1.13.6. Rechecks will normally be administered by a flight examiner other than the one who administered the original evaluation.

**1.14. Use of AF Form 3862, *Aircrew Evaluation Worksheet*.** Units (normally OGV) will normally print AF Form 3862 from PEX to use as an evaluation worksheet. Copy each title, area number, and text, and shading to the appropriate blocks. Units may add special interest items and/or local evaluation requirements. In-flight, use the worksheet to ensure all required areas are evaluated. Record both positive and negative trend information and aircrew member's performance. File the worksheet or draft copy of the AF Form 8 in the aircrew member's Flight Evaluation Folder (FEF) immediately after the flight evaluation as a temporary record of the evaluation results. Maintain until the finished AF Form 8 is added to the FEF, and then discard. (T-2)

**1.15. Aircrew Examinations.** See examination requirements in AFI 11-202, Vol 2 and include the following:

1.15.1. Initial, Requalification and recurring evaluations: Complete an Open Book, Closed Book, Instrument (pilots only) and Boldface/CAPS, administered by unit stan/eval. Document examinations on the AF Form 8 as Open Book, Closed Book, Instrument, Boldface/CAPS, Date completed, and the appropriate score. Open book questions should be treated as a Secure Question Bank (SQB) using the guidance in AFI 11-202, Vol 2 and the MAJCOM supplement.

1.15.2. Closed Book Exam. A closed book exam is a requisite for the periodic qualification (QUAL) evaluation. Closed book questions will come from MDS-specific and local procedure MQFs. These questions will emphasize information and system knowledge necessary for safe flight and mission accomplishment. The basic exam will consist of 20 to 30 questions. Additional questions commensurate with the crewmember's level of qualification (instructor/evaluator) and/or special mission qualifications (air refueling) may be included in the closed book exam. Complete a Boldface exam in conjunction with the closed book exam. See crew member chapters for additional testing requirements. C-32B MQFs will be developed locally and sent to MAJCOM stan/eval annually IAW the unit supplement. (T-2)

1.15.3. Instrument Exam. The instrument written exam will be accomplished during the 6-month INSTM/QUAL eligibility period. The C-32B Instrument Exam will be developed by unit DOV IAW AFMAN 11-210. Document completed exam on AF Form 8 as Instrument, date completed, and the appropriate score. (T-2)

**1.16. Typical C-32B Evaluation Profile(s).** The unit will determine the evaluation profile(s) suitable for in-flight. See specific aircrew chapters for en route, and air refueling requirements. (T-2)

**1.17. Senior Officer Requirements.** See AFI 11-202, Vol 1, *Aircrew Training*, and **Chapter 2**.

## Chapter 2

### ALL EVALUATIONS

**2.1. General.** The general grading criteria contained in this chapter applies to all crew positions and all evaluations. The examinee must satisfactorily demonstrate the ability to perform required duties safely and effectively. This includes appropriate aircraft systems operation IAW AFI 11-2C-32B, Vol 3, Flight Crew Operations Manual (FCOM), Vol 1&2, Flight Crew Training Manual (FCTM), Boeing 757 Quick Reference Handbook (QRH), Minimum Equipment List (MEL), and Aircraft User's Manual. (T-2)

**2.2. Requirements.** Evaluate all crew members on areas listed in **Table 2.1.** (T-2)

**2.2.1. Examinations.** All crew members will complete open and closed book examinations as a requisite to periodic evaluations IAW AFI 11-202, Vol 2 and applicable supplements.

**2.2.2. EPE.** An EPE is a requisite for all QUAL and MSN evaluations (does not include special MSN evaluations. However, emergency procedures will be covered during special MSN evaluations). EPEs may be conducted verbally, in-flight, in a simulator, or by another method determined by the examiner or unit stan/eval. EPEs should be scenario driven and tailored to the specific crew position. The EPE will include areas commensurate with the examinee's qualification and experience level. Flight examiners should include other general knowledge areas as well. For MSN evaluations, evaluate mission-specific equipment and situations. EPEs will include sufficient in-flight and ground emergencies to evaluate the examinee's knowledge of systems and procedures to the flight examiner's satisfaction.

**2.2.2.1.** Examinees may use publications that are normally available in flight. The examinee must recite all Boldface items from memory and should provide the initial steps of emergency procedures that, in the opinion of the flight examiner, would not allow time for reference.

**2.2.2.2.** Grading criteria for EPEs are outlined in **Area 5** of General Grading Areas.

**2.2.3. Publications Check.** Required for all QUAL or combined QUAL/MSN evaluations as outlined in **Area 12** of General Grading Areas.

**2.2.3.1.** Electronic publications on MAJCOM issued electronic devices are authorized. Compliance with MAJCOM policies on electronic devices is mandatory. If personal paper publications are utilized and/or maintained they may be evaluated.

**2.2.4. CRM.** IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*, CRM skills will be evaluated during initial and periodic evaluations. CRM skills are integral to all phases of flight; therefore, no specific area titled CRM exists. CRM skills are imbedded within specific grading criteria (mission planning, airmanship/situational awareness, crew coordination, communication, risk management/decision making, task management, and briefing/debriefing) and include all of the skills listed on the AF Form 4031, *CRM Skills Criteria Training/Evaluation Form*. Therefore, use of the AF Form 4031 is unnecessary for evaluations.

**2.2.5. Initial Qualification Evaluations.** All required areas must be evaluated for the type of evaluation flown, IAW guidance in this volume. Grade training objectives and related areas using the performance criteria in this volume.

**Table 2.1. General Grading Areas (all crew positions).**

Area	Notes	Grading Areas
1	1	Safety - CRITICAL
2	1	Aircrew Discipline - CRITICAL
3	1	Airmanship/SA - CRITICAL
4	2, 3	Boldface - CRITICAL
5	2	Emergency Procedures Evaluation (EPE)
6	1	Crew Coordination
7	2	Mission Planning
8	2	Knowledge of Directives
9	1	Preflight
10	1	Use of Checklist
11	2	Forms/Reports/Logs
12	2	Personal/Professional Equipment/Flight Publications
13	2	Emergency and Life Support Equipment/Procedures
14	2	Briefings/Debriefings
15	2	Classified Material/Operations Security
16	2, 3	Anti-hijacking/Aircraft Security
17	1	Communication
18	2	Risk Management/Decision Making
19-24		Reserved for Future use
<b>Note:</b> 1. Required in-flight. 2. Required in-flight or alternate method. 3. Only required for QUAL evaluation.		

## **2.3. General Grading Criteria. (T-2)**

### **2.3.1. Area 1. Safety - (CRITICAL).**

2.3.1.1. Q. Was aware of and complied with all safety factors required for safe aircraft/equipment operation and mission accomplishment. Identified and assessed risk appropriately and properly considered consequences of decisions.

2.3.1.2. U. Not aware of or did not comply with all safety factors required for safe aircraft/equipment operation or mission accomplishment. Failed to properly identify and assess risk; failed to consider consequences of decisions; and/or operated the aircraft/equipment in a dangerous manner.

**2.3.2. Area 2. Aircrew Discipline - (CRITICAL).**

2.3.2.1. Q. Demonstrated strict professional flight and crew discipline throughout all phases of the mission.

2.3.2.2. U. Failed to exhibit strict flight and crew discipline and/or violated or ignored rules or instructions.

**2.3.3. Area 3. Airmanship/Situational Awareness - (CRITICAL).**

2.3.3.1. Q. Executed the assigned mission in a timely, efficient manner; anticipated situations that would have adversely affected the mission and corrected them; made appropriate decisions based on available information; recognized the need for action; aware of performance of self and other flight members; aware of on-going mission status; recognized, verbalized and acted on unexpected events.

2.3.3.2. U. Decisions or lack thereof caused failure to accomplish assigned mission. Did not recognize the need for action; not aware of performance of self and other flight members. Not aware of on-going mission status. Failed to recognize, verbalize, and/or act on unexpected events.

**2.3.4. Area 4. Boldface – (CRITICAL).**

2.3.4.1. Q. Able to recite/write the proper emergency Boldface actions in the correct sequence with no discrepancies (not necessarily a verbatim response).

2.3.4.2. U. Failed to recite/write emergency Boldface items in the correct sequence. Discrepancies in the procedure.

**2.3.5. Area 5. Emergency Procedures Evaluation (EPE).**

2.3.5.1. Q-1. Satisfactory systems/procedural knowledge. Operated within prescribed limits and correctly diagnosed problems. Performed and/or explained proper corrective action, in the proper sequence, for each type of malfunction. Accomplished all required checklists and/or effectively used available aids; thoroughly described the location, use, and limitations of emergency equipment.

2.3.5.2. Q-2. Marginal systems/procedural knowledge. Slow to analyze problems or apply proper corrective actions. Did not effectively use checklist and/or available aids; minor omissions or deviations in describing the location, use, and limitations of emergency equipment.

2.3.5.3. Q-3. Unsatisfactory systems/procedural knowledge. Failed to analyze problem or take corrective action. Failed to accomplish required checklists and/or unable to locate

information in available aids; major omissions or deviations in describing the location, use, and limitations of emergency equipment.

#### **2.3.6. Area 6. Crew Coordination.**

2.3.6.1. Q. Provided direction/information when needed. Adapted to meet new situational demands and focused attention on the task. Knew assigned task of other crew members; asked for inputs and made positive statements to motivate crew members.

2.3.6.2. Q-. Crew coordination was limited though adequate to accomplish the mission. Provided limited direction/information when needed; slow to adapt to meet new situational demands due to limited focus on task; did not consistently seek inputs from other crew members; limited effort to motivate crew members through positive statements.

2.3.6.3. U. Did not provide direction/information when needed. Did not adapt to meet new situational demands and focus attention on the task. Did not seek inputs or made no effort to make positive statements to motivate crew members. Lack of crew coordination resulted in significant degradation of mission accomplishment.

#### **2.3.7. Area 7. Mission Planning.**

2.3.7.1. Q. Clearly defined the mission overview and mission goals; provided specific information on required tasks. Solicited feedback from other crew members to ensure understanding of mission requirements; thoroughly critiqued plans to identify potential problem areas and ensured all had understanding of possible contingencies. Checked all factors applicable to flight such as Flight Information Publication (FLIP), weather, notice to airman system (NOTAMS), alternate airfields, flight logs, performance data, fuel requirements, MEL/CDL, weight and balance, and charts. When required, extracted necessary information from air tasking order (ATO)/frag/special instructions (SPINs); aware of the available alternatives if unable to complete the flight/mission as planned. Read and acknowledged (sign off in PEX or initial aircrew flight orders) all items in the flight crew information file (FCIF)/read files.

2.3.7.2. Q-. Did not adequately define the mission overview and mission goals; potential problem areas partially addressed or not at all. Did not adequately solicit feedback or critique the plans to ensure understanding of possible contingencies. Minor errors or omissions detracted from mission effectiveness, but did not affect mission accomplishment. Limited knowledge of performance capabilities or approved operating procedures/rules.

2.3.7.3. U. Did not define the mission overview and goals; lack of specific information on required tasks; did not solicit feedback from other crew members to ensure understanding; did not critique plans to identify potential problem areas. Major errors or omissions would have prevented a safe or effective mission; unsatisfactory knowledge of operating data or procedures.

#### **2.3.8. Area 8. Knowledge of Directives.**

2.3.8.1. Q. Prepared and completed mission in compliance with existing instructions and directives; demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

2.3.8.2. Q-. Minor deviations to procedures; unsure of directives and/or had difficulty locating information in appropriate publications. Any instances of noncompliance did not jeopardize safety.

2.3.8.3. U. Unaware of procedures and/or could not locate them in the appropriate publication in a timely manner; failed to comply with a procedure that could have jeopardized safety or mission success.

**2.3.9. Area 9. Preflight.**

2.3.9.1. Q. Completed systems preflight/inspections IAW Flight Crew Operations Manual (FCOM), checklists, and instructions. Individual technique complied with established procedures.

2.3.9.2. Q-. Minor deviations from established systems preflight/inspection; individual technique was safe, but detracted from established procedures. Used individual technique instead of established procedure and was unaware of differences.

2.3.9.3. U. Failed to preflight critical component or could not conduct a satisfactory preflight/ inspection; individual techniques unsafe and/or in violation of established procedures.

**2.3.10. Area 10. Use of Checklist.**

2.3.10.1. Q. Consistently used correct checklist, gave correct responses, and accomplished appropriate actions at the appropriate time throughout the mission.

2.3.10.2. Q-. Checklist responses were untimely and/or crew member required continual prompting for correct responses/action.

2.3.10.3. U. Used incorrect checklist or consistently omitted checklist items; was unable to identify the correct checklist to use for a given situation. Omitted or did not complete checklist(s) at the appropriate time.

**2.3.11. Area 11. Forms/Reports/Logs.**

2.3.11.1. Q. All required forms and/or flight plans were complete, accurate, readable, and accomplished on time IAW AFI 11-2C-32B, Vol 1&3, AFI 11-401, DoD Foreign Clearance Guide, and FLIP General Planning (GP). Relayed an accurate debrief of significant events to applicable agencies (Intel, Weather, Maintenance, AOC, etc.).

2.3.11.2. Q-. Minor errors on forms and/or flight plans did not affect conduct of the flight/mission; incorrectly or incompletely reported some information due to minor errors, omissions, and/or deviations.

2.3.11.3. U. Did not accomplish required forms and/or flight plans; omitted or incorrectly reported significant information due to major errors or omissions.

**2.3.12. Area 12. Personal/Professional Equipment/Flight Publications. Note:** Required flight publications are specified in AFI 11-2C-32B, Vol 3, *C-32B Operations Procedures*.

2.3.12.1. Q. Had all required personal and professional equipment; displayed satisfactory knowledge of the care and use of such equipment and the contents of required publications. Required equipment inspections were current. Publications were current, contained all supplements/changes, and were properly posted or updated.



2.3.12.2. Q-. Did not have all required personal/professional equipment or had limited knowledge of the use or the content of required publications. Publications contained deficiencies that would not impact flight safety or mission accomplishment.

2.3.12.3. U. Did not have required personal/professional equipment essential for the mission; unsatisfactory knowledge of the care and use of equipment or the content of required publications. Equipment inspections were overdue or equipment was unserviceable. Publications were out dated and/or contained deficiencies that would impact flight safety or mission accomplishment.

**2.3.13. Area 13. Emergency and Life Support Equipment/Procedures.**

2.3.13.1. Q. Satisfactory systems/procedural knowledge; displayed satisfactory knowledge of location and use of emergency and life support equipment; operated within prescribed limits and correctly diagnosed problems; performed/explained proper wear, use, and corrective action for each type of equipment/malfunction; effectively used available aids.

2.3.13.2. Q-. Marginal systems/procedural knowledge; limited knowledge of location and use of emergency and life support equipment; operated within prescribed limits but was slow to analyze problems or apply proper corrective actions; did not effectively use, omitted, or deviated in use of checklist and/or available aids.

2.3.13.3. U. Unsatisfactory systems/procedural knowledge; displayed unsatisfactory knowledge of emergency and life support equipment; exceeded flight manual limitations; unable or failed to analyze problem or take proper corrective action; did not use checklist and/or available aids.

**2.3.14. Area 14. Briefings/Debriefings.**

2.3.14.1. Q. Ensured briefing contained all applicable information; prepared at briefing time. Briefings effectively organized and professionally presented in a logical sequence. Presented all objectives, training events, and special interest items and effectively used available briefing aids; debriefed mission using specific, non-threatening positive and negative feedback of team and individual performance; provided specific ways to correct errors; asked for inputs from others; recapped key points; and compared mission results with mission objectives.

2.3.14.2. Q-. Omitted items pertinent but not critical to the mission; had some difficulty communicating clearly; did not make effective use of available briefing aids; limited discussion of training events or special interest items; dwelled on nonessential items; not fully prepared for briefing; debriefed mission without specific, non-threatening positive and negative feedback on individual and team performance. Did not consistently seek input from others. Incomplete or inadequate recap of key points and comparison of mission results to mission objectives.

2.3.14.3. U. Failed to conduct/attend required briefings; failed to use appropriate briefing aids. Omitted essential items or did not correct erroneous information that could affect mission accomplishment; demonstrated lack of knowledge of subject. Briefing poorly organized and not presented in a logical sequence; presented erroneous information that would affect safe/effective mission accomplishment. Presentation

created doubts or confusion. Failed to discuss training events or special interest items; late crew transport due to excessively long briefing; did not provide non-threatening positive and negative feedback during debriefing. Did not seek input from others; did not recap key mission points or compare mission results to mission objectives.

**2.3.15. Area 15. Classified Material/Operations Security.**

2.3.15.1. Q. Demonstrated thorough knowledge of communications/operations security (COMSEC)/(OPSEC) and courier procedures (if applicable); had positive control of classified documents and information used throughout the mission; properly stored, handled, and/or destroyed all classified/COMSEC material or information generated during the mission; practiced sound COMSEC/OPSEC during all phases of the mission; identified, requested, and obtained all cryptological (crypto) material required for the mission.

2.3.15.2. Q-. Demonstrated limited knowledge of COMSEC/OPSEC procedures and/or courier procedures (if applicable). Limited knowledge of proper storage, handling, and destruction procedures would not have resulted in compromise of classified material/COMSEC and did not impact mission accomplishment. Identified crypto material required for mission, but was slow in requesting/obtaining material or did so only after being prompted.

2.3.15.3. U. Unsatisfactory knowledge of COMSEC/OPSEC. Classified documents, COMSEC or information would have been compromised as a result of improper control by examinee. Unfamiliarity with OPSEC procedures, had or could have had a negative impact on mission accomplishment; failed to identify, request, or obtain all crypto required for the mission.

**2.3.16. Area 16. Anti-hijacking/Aircraft Security.**

2.3.16.1. Q. Explained proper anti-hijacking/aircraft security procedures.

2.3.16.2. Q-. Difficulty explaining proper anti-hijacking/aircraft security procedures.

2.3.16.3. U. Could not explain proper anti-hijacking/aircraft security procedures.

**2.3.17. Area 17. Communication.**

2.3.17.1. Q. Communicated using precise, standard terminology, and acknowledged all communications; asked for/provided clarification when necessary; stated opinions/ideas; asked questions when uncertain; advocated specific courses of action; didn't let rank affect safety.

2.3.17.2. Q-. Unclear or incomplete communication led to repetition or misunderstanding. Slow to ask for or give constructive feedback/clarifications; inconsistent use of precise, standard terminology. Did not always state opinions/ideas, ask questions when uncertain or make positive statements to flight members.

2.3.17.3. U. Failed to communicate effectively; continuously interrupted others, mumbled, and/or conduct/attitude was detrimental to communication among crew members. Withheld information and failed to ask for/respond to constructive criticism; failed to use precise, standard terminology; repeatedly failed to acknowledge

communications. Did not state opinions, ask questions when unsure or attempt to motivate flight members using positive statements.

**2.3.18. Area 18. Risk Management/Decision Making.**

2.3.18.1. Q. Identified contingencies and alternatives; gathered and cross-checked relevant data before deciding. Clearly stated problems and proposed solutions; investigated doubts and concerns of crew members; used facts to come up with solution. Involved and informed necessary crew members when appropriate. Coordinated mission activities to establish balance between command authority and crew participation and acted decisively when the situation required. Clearly stated decisions, received acknowledgement, and provided rationale for decisions.

2.3.18.2. Q-. Partially identified contingencies and alternatives; made little effort to gather and cross-check relevant data before deciding. Did not clearly state problems and propose solutions; did not consistently use facts to come up with solutions; did not effectively inform crew members when appropriate. Did not effectively coordinate mission activities to establish a proper balance between command authority and crew member participation, and acted indecisively at times.

2.3.18.3. U. Failed to identify contingencies and alternatives; made no effort to gather and cross-check relevant data before deciding; did not inform necessary crew members when appropriate; did not use facts to come up with solution. Avoided or delayed necessary decisions which jeopardized mission effectiveness. Did not coordinate mission crew activities to establish proper balance between command authority and crew member participation; acted indecisively.

## Chapter 3

### INSTRUCTOR (INSTR) EVALUATIONS

**3.1. General.** The INSTR grading criteria apply to initial, requalification, and all periodic INSTR evaluations. The examinee must demonstrate the ability to instruct in a safe and effective manner. (T-2)

**3.2. Requirements.** Evaluate instructors on areas listed in **Table 3.1**. Instructor candidates must be qualified in all areas they will instruct. Initial instructor evaluations may be a stand-alone evaluation or accomplished in conjunction with a periodic INSTM/QUAL/MSN evaluation. Accomplish periodic instructor evaluations in conjunction with periodic INSTM/QUAL/MSN evaluations IAW AFI 11-202, Vol 2 and AFSOC Supplement. If able, evaluate instructor candidates instructing actual students. Otherwise, the flight examiner may act as the student. For all instructor evaluations, the comments section of the AF Form 8 will include a specific example of the quality and type of instruction exhibited by the examinee. Requalification instructor evaluations are required any time the instructor qualification is lost, to include commander-directed downgrades. (T-2)

**3.3. INSTM Evaluations.** Instrument instructor evaluations may be accomplished in the C-32B or similar type aircraft (B757) approved by the unit commander. (T-2)

3.3.1. Initial/Requalification. Evaluate instructor candidates on instructor performance during a representative sample of basic maneuvers, emergency, and instrument procedures. Instructor pilot candidates who occupy a pilot seat and are under the supervision of a flight examiner pilot, not in a pilot seat, may practice simulated emergency procedures during initial or requalification upgrade evaluations.

3.3.2. Periodic. Qualified instructors will be evaluated to instructor standards during all periodic evaluations.

**3.4. Qualification (QUAL) Evaluations.** QUAL evaluations may be accomplished in the C32B or similar type aircraft (B757) approved by the unit commander. (T-2)

3.4.1. Initial/Requalification. Evaluate instructor candidates on instructor performance and instructional ability during a representative sample of basic maneuvers, emergency, and instrument procedures. Instructor pilot candidates who occupy a pilot seat and are under the supervision of a flight examiner pilot, not in a pilot seat, may practice simulated emergency procedures during initial or requalification upgrade evaluations.

3.4.1.1. Instructor pilot candidates must demonstrate each type of landing applicable to the aircraft from the instructor position.

3.4.2. Periodic. Qualified instructors will be evaluated to instructor standards during all periodic evaluations.

**3.5. Mission (MSN) Evaluations.** Instructor evaluations will be accomplished in the C-32B. (T2)

3.5.1. **Initial/Requalification.** Evaluate instructional ability during a representative sample of mission events and emergency procedures. Instructor pilot candidates who occupy a pilot seat and are under the supervision of a flight examiner pilot, not in a pilot seat, may practice

simulated emergency procedures during initial or requalification upgrade evaluations. **Note:** This does not apply to Air to Air Refueling (AAR) which requires an additional instructor certification. (see AFI 11-2C-32B, Vol 1 for AAR instructor certification).

3.5.2. **Periodic.** Qualified instructors will be evaluated to instructor standards during all periodic evaluations.

**Table 3.1. Instructor Evaluation Grading Areas (All Crew Positions).**

Area	Notes	Grading Areas
25	2	Mission Preparation
26	1	Instructional Ability
27	2	Instructor Knowledge
28	2	Briefings/Debriefings/Critique
29	1	Demonstration of Maneuvers/Procedures
30-34		Reserved for future use
<b>Notes:</b> 1. Required in-flight. 2. Required in-flight or alternate method.		

### 3.6. Instructor Grading Criteria. (T-2)

#### 3.6.1. Area 25. Mission Preparation.

3.6.1.1. Q. Thoroughly reviewed student's training documentation. Ascertained student's present level of training; assisted student in pre-mission planning and allowed student time for questions; correctly prioritized training events; gave student a clear idea of mission training objectives.

3.6.1.2. Q-. Did not thoroughly review student's training folder or correctly ascertain student's present level of training; caused student to hurry pre-mission planning; poorly prioritized training events. Training plan/scenario made poor use of time.

3.6.1.3. U. Did not review student's training folder; did not ascertain student's present level of training. Did not assist student with pre-mission planning or did not allow time for questions; did not prioritize training events; failed to give student a clear idea of mission training objectives, methods, and sequence of events.

#### 3.6.2. Area 26. Instructional Ability.

3.6.2.1. Q. Demonstrated proper instructor ability and communicated effectively; provided appropriate guidance when necessary. Planned ahead and provided accurate, effective, and timely instruction. Identified and corrected potentially unsafe maneuvers/situations.

3.6.2.2. Q-. Problems in communication or analysis degraded effectiveness of instruction; accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress.

3.6.2.3. U. Failed to effectively communicate, provide timely feedback. Performed or taught improper procedures/techniques/tactics to the student; did not provide corrective action when necessary; did not plan ahead or anticipate student problems; did not identify unsafe maneuvers/ situations in a timely manner; made no attempt to instruct.

**3.6.3. Area 27. Instructor Knowledge.**

3.6.3.1. Q. Demonstrated a high level of knowledge of all applicable aircraft systems, techniques, procedures, missions, publications, and tactics to be performed; completed appropriate training records accurately. Comments were clear and pertinent.

3.6.3.2. Q-. Minor errors/deficiencies in knowledge of above areas did not affect safety or adversely affect student progress; minor errors or omissions in training records. Comments were incomplete or slightly unclear.

3.6.3.3. U. Lack of knowledge of publications or procedures seriously detracted from instructor effectiveness; could not apply knowledge of above areas; did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

**3.6.4. Area 28. Briefings/Debriefings/Critique.**

3.6.4.1. Q. Briefings were well organized, accurate, and thorough. Reviewed student's present level of training and defined mission events to be performed. Showed an excellent ability during the critique to reconstruct the flight, offer mission analysis, and provide guidance where appropriate. Training grade reflected the actual performance of the student relative to the standard; pre-briefed the student's next mission, if required.

3.6.4.2. Q-. Minor errors or omissions in briefings and/or critique did not affect safety or adversely affect student progress.

3.6.4.3. U. Briefings/debriefings were marginal or non-existent; major errors or omissions in briefings/debriefings. Did not review student past performance. Analysis of events or maneuvers was incomplete, inaccurate, or confusing. Training grade did not reflect actual performance of student. Overlooked or omitted major discrepancies; incomplete pre-briefing of student's next mission, if required.

**3.6.5. Area 29. Demonstration of Maneuvers/Procedures.**

3.6.5.1. Q. Effectively demonstrated procedures and techniques; provided concise, meaningful, and timely in-flight commentary. Had thorough knowledge of applicable aircraft systems, procedures, publications, and instructions.

3.6.5.2. Q-. Performed required maneuvers/procedures with minor deviations from prescribed parameters; in-flight commentary was sometimes unclear or poorly timed, interfering with student performance. Discrepancies in the above areas did not adversely affect safety or student progress.

3.6.5.3. U. Failed to properly perform required maneuvers/procedures; made major procedural errors. Did not provide in-flight commentary and/or in-flight commentary

was incorrect or unsafe; insufficient knowledge of aircraft systems, procedures, and/or proper source material.

3.6.6. **Areas 30 - 34. Reserved for future use.**

## Chapter 4

### PILOT/FIRST PILOT EVALUATIONS

**4.1. General.** All pilots require an INSTM/QUAL/MSN evaluation. First pilots will be evaluated to the same area standards as pilots unless specified otherwise. First pilot crew coordination will not include duties and responsibilities expected of an aircraft commander. Instructors will demonstrate instructor duties on all periodic evaluations. (T-2)

4.1.1. Pilots should make every effort to fly evaluations in the mission aircraft.

4.1.2. To promote the efficient use of flying resources, the recurring INSTM, QUAL and MSN flight evaluations may be combined.

**4.2. Requirements.** Evaluate all general areas outlined in [Table 2.1](#) on all evaluations. Also, evaluate all instructors on areas in [Table 3.1](#) on all evaluations. (T-2)

**4.3. INSTM Evaluations.** See [Table 4.1](#) for required INSTM evaluation areas. Requisite (prerequisite for initial/requalification evaluations) is the Instrument examination. The INSTM evaluation will be conducted in-flight or in a simulator approved by AFSOC/A3V. (T-2)

4.3.1. The evaluation profile will include: two precision approaches (at least one simulated Category II ILS is required; for initial instrument qualification, the examinee will perform pilot not flying (PNF) duties; periodic and requalification examinees may perform PF or PNF duties), two non-precision approaches (at least one RNAV or RNAV/GPS approach and one VNAV descent profile is required), holding or procedure turn, circling maneuver, missed approach, and simulated engine-out instrument approach.

**4.4. QUAL Evaluations.** See [Table 4.1](#) for required QUAL evaluation areas. Requisites (prerequisites for initial/requalification evaluations) include QUAL Open and Closed Book examinations, EPE, and Boldface examination. This evaluation is normally accomplished in combination with an INSTM evaluation. The QUAL evaluation will be conducted in-flight or in a simulator approved by AFSOC/A3V. (T-2)

4.4.1. The evaluation profile will include: Visual Flight Rules (VFR) pattern, touch-and-go procedures (IP/EP only), simulated engine-out go-around, and simulated engine-out landing.

4.4.2. **Initial/Requalification.** All initial and requalification first pilot and instructor pilot QUAL evaluations will include at least one landing from the right seat.

4.4.3. **Periodic.** Evaluations should be conducted in the mission aircraft. If the mission aircraft is unavailable, the unit commander may approve evaluations in a like type (B757) aircraft or AFSOC/A3V may approve evaluations in a certified simulator. If a periodic evaluation is administered in a simulator, every effort shall be made to ensure the next periodic evaluation is accomplished in the mission aircraft. (T-2)

4.4.3.1. **Seat Position.** For all periodic evaluations, evaluate appropriate areas from either the left or right seat.

**4.5. MSN Evaluations.** Unit airland mission objectives are accomplished in the INSTM/QUAL profiles. Therefore, accomplishment of the INSTM/QUAL evaluation profile satisfies the AFI 11-202, Vol 2 periodic MSN evaluation requirement. (T-2)



**4.6. Aircraft Commander (AC) Evaluations.** The AC evaluation is a one-time event. Upon completion of AC upgrade training and an instructor pilot recommendation, the AC candidate will receive a one-time “SPOT” evaluation prior to AC Certification. This “SPOT” evaluation has no prerequisites and will serve as an operational mission evaluation (OME) in which the AC candidate will command a typical unit mission. (T-2)

**4.7. Air to Air Refueling (AAR) Evaluations.** See [Table 4.2](#) for AAR evaluation areas and subparagraph below for requirements. There are no requisites or prerequisites for the AAR evaluation. (T-2)

**4.7.1. Initial.** The AAR evaluation is a one-time event, provided qualification is maintained. The evaluation profile will include a rendezvous, closure to pre-contact, contact and breakaway. Except for breakaway, evaluate emergency procedures verbally. Document the AAR evaluation as “SPOT” on the flight phase block of the AF Form 8. The examiner will make the appropriate comments pertaining to the AAR evaluation in the Mission Description section of the AF Form 8.

4.7.1.1. This evaluation can only be flown in the mission aircraft.

**4.7.2. Requalification.** Pilots requiring requalification in AAR will use the initial profile described above in paragraph 4.7.1. Refer to AFI 11-2C-32B, Vol 1 for aircraft recurrency and requalification requirements.

**4.8. Special Qualification.** Reserved for future use.

**Table 4.1. Pilot/First Pilot INSTM/QUAL/MSN Grading Areas.**

Area	Notes	Grading Areas	QUAL	INSTM
35	1	Ground Operations/Engine Start/Taxi	X	
36	1	Takeoff	X	X
37	1	Instrument Departure		X
38	1	En route Navigation/Use of NAVAIDs		X
39	1	Descent/Arrival Procedures		X
40	1,4	Holding/Procedure Turn		X
41	1,2	Precision Approach (PAR or ILS)		X
42	1	Category II ILS		X
43	1,3	Non-Precision Approach		X
43a	1	ASR		X
43b	1	NDB		X
43c	1	VOR		X
43d	1	Localizer (or Back Course)		X
43e	1,3	RNAV/GPS Approach		X

Area	Notes	Grading Areas	QUAL	INSTM
44	1,4	Circling/Side-Step maneuver		X
45	1	Engine-Out Approach		X
46	1	Missed Approach/Go-Around (two engine)		X
47		Engine-Out Go-Around	X	
48	1,4	VFR Pattern	X	
49	1	Final Approach and Landing	X	X
49a	1	Normal (25 or 30 Flap Landing)	X	
49b	1	Engine-Out landing	X	
49c	1	Touch-and-Go landing	X	
49d	1,5	Right Seat Landing	X	X
50		Systems Operation/Knowledge/Limitations/National Airspace System (NAS)	X	X
51-56		Reserved for future use		
<b>Notes:</b> 1. Required in-flight or simulator certified for this event. 2. Two required. 3. Two required. One must be an RNAV/GPS approach. VNAV procedures must be accomplished on one of the Non-Precision Approaches. 4. Weather and traffic permitting. May be verbally evaluated if unable to accomplish inflight. 5. Only required on initial or requalification first pilot and instructor pilot QUAL/INSTM/MSN evaluations.				

**Table 4.2. Pilot Air to Air Refueling Grading Areas.**

Area	Notes	Grading Areas	AAR
57		AAR Mission Planning	X
58		Air Refueling Systems	X
59	1	Air Refueling Procedures	X
60	1	Rendezvous	X
61	1	Closure to Contact	X
62	1	Contact	X

63	1	Breakaway	X
64		Emergency Procedures	X
65-69		Reserved for future use	
<b>Note:</b> 1. Required in-flight			

**Table 4.3. General Grading Criteria.**

Q	Altitude	± 200 feet
	Airspeed	+10/-5 knots (but not less than Vmca)
	Course	± 5 degrees/1nm (whichever is greater)
	Arc	± 2nm
Q-	Altitude	± 300 feet
	Airspeed	+15/-10 knots (but not less than Vmca)
	Course	± 10 degrees/3nm (whichever is greater)
	Arc	± 3 nm
U		Exceeded Q- limits
<b>Notes:</b> 1. Use the above criteria as general tolerances. 2. Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. 3. Add 5 KIAS, 50 feet (when practical) and 2 degrees to “all engines operating” criteria for “operations with an engine out” criteria.		
<b>Note:</b> The general grading criteria above and those in the following sub-paragraphs are intended to be used as a baseline tool for evaluators and are not meant to drive a hard line for deviations from a flight profile. Evaluators are expected to exercise and apply their own sound judgment during all phases of an evaluation.		

**4.9. Grading Criteria.** The following subparagraphs contain grading criteria for the areas listed in [Table 4.1](#), [Table 4.2](#), and [Table 4.3](#). (T-2)

**4.9.1. Area 35. Ground Operations/Engine Start/Taxi.**

4.9.1.1. Q. Established and adhered to station, start engine, taxi, and take-off time to assure thorough preflight, check of personal equipment, crew/passenger briefings, etc. Accurately determined readiness of aircraft for flight; completed all systems preflight/post-flight inspections, and checklists IAW flight manual; conducted taxi

operations according to flight manual, AFI 11218, *Aircraft Operations and Movement on the Ground*, and local procedures.

4.9.1.2. Q-. Same as above except for minor procedural deviations that did not detract from mission effectiveness.

4.9.1.3. U. Failed to accurately determine readiness of aircraft for flight; major deviations in procedure that would preclude safe mission accomplishment. Crew errors directly contributed to a late takeoff that degraded the mission or made it ineffective; omitted checklist items.

4.9.2. **Areas 36 through 50.** Use the following general grading criteria for all phases of flight except as noted for specific events and instrument final approaches. The general grading criteria in the following sub-paragraphs are intended to be used as a baseline tool for evaluators and are not meant to drive a hard line for deviations from a flight profile. Evaluators are expected to exercise and apply their own sound judgment during all phases of an evaluation.

4.9.2.1. Q.

4.9.2.1.1. Altitude  $\pm$  200 feet

4.9.2.1.2. Airspeed  $+10/-5$  knots (but not less than  $V_{mca}$ )

4.9.2.1.3. Course  $\pm$  5 degrees/3 nm (whichever is greater)

4.9.2.1.4. Arc  $\pm$  2 nm

4.9.2.2. Q-.

4.9.2.2.1. Altitude  $\pm$  300 feet

4.9.2.2.2. Airspeed  $+15/-5$  knots (but not less than  $V_{mca}$ )

4.9.2.2.3. Course  $\pm$  10 degrees/5 nm (whichever is greater)

4.9.2.2.4. Arc  $\pm$  3 nm

4.9.2.3. U.

4.9.2.3.1. Exceeded Q- criteria. **Note:** Airspeed tolerances apply when a specific airspeed has been assigned by Air Traffic Control or prescribed in the flight manual. Add 5 KIAS, 50 feet (when practical) and 2 degrees to “all engines operating” criteria for “operations with an engine out” criteria.

#### 4.9.3. **Area 36. Takeoff.**

4.9.3.1. Q. Maintained smooth, positive aircraft control throughout takeoff; performed takeoff IAW flight manual and as published/directed.

4.9.3.2. Q-. Minor deviations from published procedures without affecting safety of flight; aircraft control was safe but not consistently smooth and positive; hesitant in application of procedures or corrections.

4.9.3.3. U. Takeoff was potentially dangerous; exceeded aircraft/systems limitations; failed to establish proper climb attitude; excessive deviation from intended flight path; violated flight manual procedures; exceeded Q- criteria.

**4.9.4. Area 37. Instrument Departure.**

4.9.4.1. Q. Performed departure IAW AFMAN 11-217, Vol 1, AFI 11-202, Vol 3, AFI 11-2C-32B, Vol 3, FCOM, and FCTM. Complied with all restrictions or controlling agency instructions. Made all required reports. Applied course/heading corrections promptly. Demonstrated smooth, positive aircraft control.

4.9.4.2. Q-. Minor deviations in navigation occurred during departure. Slow to comply with controlling agency instructions or unsure of reporting requirements; slow to apply course/heading corrections; aircraft control was not consistently smooth and positive.

4.9.4.3. U. Instrument departure was not IAW AFMAN 11-217, Vol 1, AFI 11-202, Vol 3, AFI 11-2C-32B, Vol 3, FCOM, and FCTM. Failed to comply with published/directed departure, or controlling agency instructions. Accepted an inaccurate clearance; aircraft control was erratic.

**4.9.5. Area 38. En Route Navigation/Use of NAVAIDSs.**

4.9.5.1. Q. Able to navigate using all available means; used appropriate navigation procedures. Ensured NAVAIDSs were properly tuned, identified, and monitored; complied with clearance instructions. Aware of position at all times; remained within the confines of assigned airspace.

4.9.5.2. Q-. Minor errors in procedures/use of navigation equipment; some deviations in tuning, identifying, and monitoring NAVAIDSs were observed. Slow to comply with clearance instructions. Had some difficulty in establishing exact position and course; slow to adjust for deviations in time and course.

4.9.5.3. U. Major errors in procedures/use of navigation equipment; did not ensure nav aids were tuned, identified and monitored; could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course; did not remain within the confines of assigned airspace; exceeded Q- criteria.

**4.9.6. Area 39. Descent/Arrival Procedures.**

4.9.6.1. Q. Performed descent as directed; complied with all flight manual, controller issued, or Standard Terminal Arrival Routing (STAR) restrictions in a proficient manner; accomplished all required checks.

4.9.6.2. Q-. Performed descent as directed with minor deviations that did not compromise mission safety; slow to comply with controller instructions and accomplish required checks.

4.9.6.3. U. Performed descent with major deviations; failed to follow controller instructions or made erratic corrections. Exceeded flight manual limitations or did not accomplish required checks.

**4.9.7. Area 40. Holding/Procedure Turn.**

4.9.7.1. Q. Performed entry and holding IAW AFMAN 11-217, Vol 1 and FCTM. Holding pattern limits exceeded by not more than:

4.9.7.1.1. VOR leg timing:  $\pm 15$  seconds

4.9.7.1.2. RNAV: ANP does not exceed RNP +2nm

4.9.7.2. Q-. Performed entry and holding procedures with minor deviations. Holding pattern limit exceeded by not more than:

4.9.7.2.1. VOR leg timing:  $\pm 30$  seconds

4.9.7.2.2. RNAV: ANP exceeds RNP +2nm but less than RNP +3nm

4.9.7.3. U. Holding was not IAW AFMAN 11-217, Vol 1 and FCTM; exceeded Q-holding pattern limits.

**4.9.8. Area 41-42. Precision Approach (PAR, ILS and CAT II ILS) Note:** Use the following criteria as general tolerances for airspeed, altitude, heading, glide slope, and azimuth. Airspeed tolerances are based on computed approach speed.

4.9.8.1. Q.

4.9.8.1.1. Airspeed: +10/-5 knots

4.9.8.1.2. Heading:  $\pm 5$  degrees of controller's instructions (PAR)

4.9.8.1.3. Glide slope: Within one dot ILS; within  $\frac{1}{2}$  dot CAT II ILS

4.9.8.1.4. Azimuth: Within one dot ILS; within  $\frac{1}{2}$  dot CAT II ILS

4.9.8.2. Q-.

4.9.8.2.1. Airspeed: +15/-10 knots

4.9.8.2.2. Heading:  $\pm 10$  degrees of controller's instructions (PAR)

4.9.8.2.3. Glide slope: Within one dot low, two dots high CAT I ILS; within  $\frac{1}{2}$  dot low, one dot high CAT II ILS. After runway was in sight examinee momentarily deviated below glide path but corrected for a safe landing (duck under).

4.9.8.2.4. Azimuth: Within two dots (ILS)

4.9.8.3. U.

4.9.8.3.1. Exceeded Q- criteria.

4.9.8.4. Precision Approach Radar (PAR)

4.9.8.4.1. Q. Approach was IAW AFMAN 11-217 Vol 1, AFI 11-2C-32B, Vol 3, FCOM, and FCTM; smooth and timely response to controller's instructions; established initial glide path and maintained glide slope with minor deviations; complied with decision height; position would have permitted a safe landing. Elevation did not exceed slightly above or slightly below glide path.

4.9.8.4.2. Q-. Performed approach with minor deviations. Slow to respond to controller's instructions and make corrections. Position would have permitted a safe landing. Elevation did not exceed well above or well below glide path.

4.9.8.4.3. U. Approach not IAW AFMAN 11-217, Vol 1, AFI 11-2C-32B, Vol 3, FCOM, and FCTM. Erratic course and glide slope corrections. Did not make corrections or react to controller's instructions. Did not comply with decision height and/or position would not have permitted a safe landing. Exceeded Q- limits.

4.9.8.5. Category I and II Instrument Landing System (ILS).

4.9.8.5.1. Q. Approach was IAW AFMAN 11-217, Vol 1, AFI 11-2C-32B, Vol 3, FCOM, and FCTM. Smooth and timely corrections to azimuth and glide slope. Complied with decision height/altitude and position permitted a safe landing.

4.9.8.5.2. Q-. Performed procedures with minor deviations; slow to make corrections or initiate procedures. Slow to comply with decision height/altitude. Position would have permitted a safe landing.

4.9.8.5.3. U. Approach not IAW AFMAN 11-217, Vol 1, AFI 11-2C-32B, Vol 3, FCOM, and FCTM; erratic course/glide slope corrections. Did not comply with decision height/altitude or position would not have permitted a safe landing; exceeded Q- criteria.

**4.9.9. Area 43. Non-Precision Approach. (ASR, NDB, VOR, LOC, RNAV/GPS)**

4.9.9.1. Q. Approach was IAW AFMAN 11-217, Vol 1, AFI 11-2C-32B, Vol 3, FCOM, and FCTM. Used appropriate descent rate or VNAV profile to arrive at Minimum Decision Altitude (MDA), Decision Altitude (DA), or Derived Decision Altitude (DDA) at or before Visual Descent Point (VDP). Position permitted a safe landing; smooth and timely response to controller's instructions (ASR).

4.9.9.1.1. Airspeed: +10/-5 knots

4.9.9.1.2. Heading:  $\pm 5$  degrees (ASR)

4.9.9.1.3. Course:  $\pm 5$  degrees at MAP (NDB, VOR), less than half full-scale deflection (VOR), less than one dot deflection (LOC), ANP less than RNP for RNAV/GPS approach.

4.9.9.1.4. MDA: +100/-0 feet

4.9.9.1.5. MAP: Timing computed/adjusted within 10 seconds or distance within  $\pm .5$  nm

4.9.9.2. Q-. Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP; position would have permitted a safe landing. Slow to respond to controller's instructions and make corrections (ASR).

4.9.9.2.1. Airspeed: +15/-10 kts

4.9.9.2.2. Heading:  $\pm 10$  degrees (ASR)

4.9.9.2.3. Course:  $\pm 10$  degrees at MAP (NDB, VOR), more than half but less than full scale deflection (VOR), more than one dot but less than two dots deflection (LOC, RNAV/GPS) ANP less than RNP only at LNAV MDA/DDA/DA.

4.9.9.2.4. MDA: +150/-50 feet

4.9.9.2.5. MAP: Timing computed/adjusted within 20 seconds or distance within +1/-0.5nm

4.9.9.3. U. Approach not IAW AFMAN 11-217, Vol 1, AFI 11-2C-32B, Vol 3, FCOM, and FCTM; maintained steady-state flight below the MDA, even though the -50' limit was not exceeded. Could not land safely from approach and did not initiate missed approach/go-around when appropriate or directed; exceeded Q- criteria.

4.9.9.4. **Area 43a. ASR.**

4.9.9.5. **Area 43b. NDB.**

4.9.9.6. **Area 43c. VOR.**

4.9.9.7. **Area 43d. Localizer (or Back Course).**

4.9.9.8. **Area 43e. RNAV/GPS Approach.**

**4.9.10. Area 44. Circling/Side-Step Maneuver.**

4.9.10.1. Q. Properly identified aircraft category for the approach and remained within the lateral limits for that category; complied with controller's instructions. Attained runway alignment without excessive bank angles. Did not descend from the MDA until in a position to place the aircraft on a normal glide path or execute a normal landing.

4.9.10.1.1. Airspeed: +10/-5 knots

4.9.10.1.2. Altitude: +100/-0 feet

4.9.10.2. Q-. Slow to comply with controller's instructions. Attained runway alignment but occasionally required excessive bank angles or maneuvering.

4.9.10.2.1. Airspeed: +15/-10 knots

4.9.10.2.2. Altitude: +150/-50 feet

4.9.10.3. U. Did not properly identify aircraft category or exceeded the lateral limits of circling airspace; did not comply with controller's instructions. Excessive maneuvering to attain runway alignment was potentially unsafe. Descended from the MDA before the aircraft was in position for a normal glide path or landing; exceeded Q- criteria.

**4.9.11. Area 45. Engine-Out Approach.** **Note:** Use approach criteria for the type of approach being flown and the following.

4.9.11.1. Q. Performed procedures IAW Boeing 757 QRH, FCOM, and FCTM; individual technique complied with established procedures. Proper control inputs were used to correct asymmetric condition. Aircraft was properly trimmed. Proper consideration was given to maneuvering with regard to the "dead" engine.

4.9.11.2. Q-. Minor deviations in procedures/aircraft control allowed the aircraft to occasionally be in uncoordinated flight; unnecessary maneuvering due to minor errors in planning or judgment.

4.9.11.3. U. Major/unsafe deviations from procedures; individual technique unsafe or violated established procedures; aircraft was not properly trimmed. Aircraft control consistently resulted in uncoordinated flight; potentially unsafe maneuvering with regard to the "dead" engine.

**4.9.12. Area 46. Missed Approach/Go-Around (two engine).**

4.9.12.1. Q. Executed missed approach IAW published procedures and restrictions. Initiated and performed go-around promptly; complied with controller's instructions; applied smooth control inputs. Attained and maintained a positive climb.



4.9.12.2. Q-. Executed missed approach with minor deviations to published procedures/directives; was slow or hesitant to initiate go-around. Slow to respond to controller's instructions; slightly over-controlled the aircraft.

4.9.12.3. U. Did not execute missed approach IAW AFMAN 11-217, Vol 1, FCOM, and FCTM; did not comply with controller's instructions. Deviations or misapplication of procedures could have led to an unsafe condition; exceeded Q- criteria.

**4.9.13. Area 47. Engine-Out Go-Around. Note:** Use **Area 46** criteria and the following.

4.9.13.1. Q. Applied smooth, coordinated control inputs; rudder and aileron inputs were in the correct direction; maneuvered appropriately with regard to the "dead" engine. Individual technique complied with established procedures.

4.9.13.2. Q-. Rudder and aileron inputs were in correct direction but some over/under control. Individual techniques were safe, but detracted from the maneuver.

4.9.13.3. U. Rudder and/or aileron inputs were incorrect; maneuvering with regard to the "dead" engine potentially unsafe. Failed to comply with/consider minimum control speeds; individual technique unsafe or violated established procedures.

**4.9.14. Area 48. VFR Pattern.**

4.9.14.1. Q. Adhered to published restrictions/local guidance. Performed traffic pattern and turn to final/final approach IAW FCOM and FCTM. Aircraft control was smooth and positive. Did not over/under-shoot final; constantly cleared area of intended flight.

4.9.14.2. Q-. Minor deviations from published restrictions/local guidance; performed traffic pattern and turn to final/final approach with minor deviations to procedures; aircraft control was safe but not consistently smooth and positive. Over/under-shot final approach slightly but was able to intercept a normal glide path; adequately cleared area of intended flight.

4.9.14.3. U. Major/unsafe deviations from published restrictions/local guidance; did not perform traffic pattern and turn to final/final approach IAW FCOM and FCTM. Displayed erratic aircraft control; over/under-shot final approach by a wide margin requiring a go-around or potentially unsafe maneuvering on final; did not clear area of intended flight; exceeded Q- criteria.

**4.9.15. Area 49. Final Approach and Landing.**

4.9.15.1. **Areas 49a through 49d.** Use the following criteria. **Note:** The following criteria are written to generally apply to all landings. Flight examiners must apply these criteria judiciously to allow for the unique characteristics of each type of landing. Where runway configuration, arresting cable placement, or flight manual limitations require an adjustment to the desired touchdown point, a simulated runway threshold will be identified and the grading criteria applied accordingly. For instrument approaches, the examinee should utilize a normal glide slope from either the decision height or from a point where visual acquisition of the runway environment is made. Specific items to evaluate include threshold altitude/airspeed, runway alignment, flare, touchdown speed, and landing crab.

4.9.15.1.1. Q. Performed landing as published/directed IAW FCOM and FCTM. Crossed threshold at threshold speed  $\pm 5$  knots at proper height and attitude; smooth and positive aircraft control throughout the round out and flare; touched down with no crab, and not more than 15 feet left or right of centerline; complied with flight manual procedures for the use of brakes and reverse thrust. Met the following criteria:

4.9.15.1.1.1. Touchdown Speed:  $\pm 5$  knots

4.9.15.1.1.2. Touchdown Point: Within 1,000 feet of intended touchdown point.

4.9.15.1.2. Q-. Performed landing with minor deviations to procedures as published/directed. Crossed threshold at threshold speed  $+10/-5$  knots slightly high or low but no compromise of safety; touched down not more than 25 feet left or right of centerline. Exceeded Q criteria but not the following:

4.9.15.1.2.1. Touchdown Speed:  $+10/-5$  knots

4.9.15.1.2.2. Touchdown Point: Threshold-3000 feet

4.9.15.1.3. U. Landing not performed as published/directed. Failed to comply with flight manual procedures for the use of brakes and reverse thrust; exceeded Q-criteria.

4.9.15.2. **Area 49a. Normal (25 or 30 Flap) Landing.**

4.9.15.3. **Area 49b. Engine-Out Landing.**

4.9.15.4. **Area 49c. Touch-and-Go Landing.**

4.9.15.5. **Area 49d. Right Seat Landing.**

4.9.16. **Area 50. Systems Operation/Knowledge/Limitations/National Airspace System (NAS).**

4.9.16.1. Q. Demonstrated and/or explained a complete knowledge of aircraft systems operations, limitations, and proper procedural use of systems; demonstrated complete knowledge of and complied with NAS rules and procedures in all areas of mission planning and flight operations.

4.9.16.2. Q-. Marginal knowledge of aircraft systems operations and limitations in some areas; used individual technique instead of established procedures and was unaware of differences; marginal knowledge of NAS rules and procedures.

4.9.16.3. U. Unsatisfactory systems knowledge; failed to demonstrate and/or explain the procedures for aircraft system operations; unsatisfactory knowledge of NAS rules and procedures.

4.9.17. **Areas 51 - 56. Reserved for future use.**

4.9.18. **Area 57. AAR Mission Planning.**

4.9.18.1. Q. Checked all factors applicable to flight such as, weather, NOTAMS, alternate airfields, airfield suitability, fuel requirements, etc. Adequate knowledge of performance capabilities and operating data. Prepared for and attended required briefings.

4.9.18.1.1. Q-. Made minor errors or omissions that would have prevented a safe or effective mission. Failed to prepare for or attend required briefings.

4.9.18.1.2. U. Made major errors or omissions that would have prevented a safe or effective mission. Failed to prepare for or attend required briefings.

#### 4.9.19. Area 58. Air Refueling Systems.

4.9.19.1. Q. Demonstrates a complete knowledge of the air refueling systems and the ramifications of component failure. Able to recognize common indications of component failure or pending failure. Fully comprehends normal, abnormal and emergency limitations. Demonstrates ability to determine if aircraft can safely accomplish and AAR mission without various system components functioning.

4.9.19.1.1. Q-. Demonstrates a sound knowledge of the air refueling systems and the ramifications of component failure. Demonstrates, with minor difficulty, the ability to recognize common indications of component failure or pending failure. Knowledge of normal, abnormal and emergency limitations is sufficient for safety of flight. Has minor difficulty demonstrating ability to determine if aircraft can safely accomplish and AAR mission without various system components functioning.

4.9.19.1.2. U. Unsatisfactory air refueling systems knowledge. Unable to demonstrate/explain the procedures for aircraft air refueling system operation. Unsatisfactory knowledge of air refueling limitations.

#### 4.9.20. Area 59. Air Refueling Procedures

4.9.20.1. Q. Effectively managed departure and en route timing control to arrive at ARCT/RZCT on time  $\pm 2$  minutes. Demonstrated effective use of radio and/or visual communication for pre-briefed EMCON level and all required calls were made. Demonstrated proper timing and procedures for required checklists.

4.9.20.2. Q-. Minor deviations from departure and en route timing resulted in arrival at the ARCT/RZCT  $\pm 5$  minutes. Occasional use of radio and/or visual communications not in compliance with pre-briefed EMCON level and required calls. Displayed minor difficulty with use of checklists and checklist timing but did not compromise safety of flight.

4.9.20.3. U. Poor departure and or en route timing control resulted in arriving  $> 5$  minutes from planned ARCT/RZCT. (Flight examiners may determine that ATC and or weather are out of the spectrum of time control. However, examinees should recognize these delays and initiate the process of establishing a revised ARCT/RZCT). The use of radio and/or visual communications not in compliance with pre-briefed EMCON level and exhibited a loss of situational awareness. Use of checklists and checklist timing was not in compliance with published guidance.

#### 4.9.21. Area 60. Rendezvous

4.9.21.1. Q. Demonstrated proper use of air to air (A/A) TACAN, WX radar and visual cues to effect the rendezvous. Correctly applied turn range/offset (if applicable) and speed control schedule to establish the aircraft in position (1 nm in trail, on centerline) and on airspeed (290 Knots).

4.9.21.2. Q-. Minor difficulty with the use of A/A TACAN, WX radar and visual cues while effecting the rendezvous not resulting in an unsafe condition. Turn range/offset (if applicable) calculations resulted in the receiver aircraft out of position upon tanker rollout and or slight deviations from speed schedule. Examinee made timely and appropriate adjustments to move into the trail position.

4.9.21.3. U. Unable to determine tanker position via A/A TACAN, WX radar or visual cues. Improper use of turn range/offset calculations resulted in an overrun and examinee failed to recognize or improperly applied overrun procedures. Any misapplication of procedure that could potentially place the aircraft in an unsafe position.

**4.9.22. Area 61. Closure to Contact.**

4.9.22.1. Q. Accomplished closure from 1 nm in trail position to the pre-contact position while maintaining a stable 30° line and tanker centerline using all available visual cues. Slowed from rendezvous airspeed to contact speed IAW prescribed procedures. Called for and accomplished the pre-contact checklist prior to ½ nm in trail of the tanker.

4.9.22.2. Q-. Closure from 1 nm in trail position to per-contact position characterized by minor deviations from the 30° line and or tanker centerline. Airspeed greater than 5 knots off schedule at ½ nm and or pre-contact position. (Evaluators will take into account the tankers airspeed and a zero rate of closure in the pre-contact position when evaluating airspeed during AAR).

4.9.22.3. U. Unable to maintain a stabilized 30° line while closing inside 1 nm without IP/EP intervention. Examinee consistently maintained airspeed above/below published airspeed schedule without making appropriate corrections. Failed to accomplish the pre-contact checklist prior to ½ nm. (Examinee may stabilize at ½ nm and approximately 500 feet below tanker altitude for the purpose of finishing the checklist).

**4.9.23. Area 62. Contact.**

4.9.23.1. Q. Using all available cues, accomplished closure from pre-contact to contact in a stabilized manor at a rate of approximately 1 foot per second to arrive in the contact position. Examinee demonstrated the ability to accomplish a sustained fuel transfer of at least 5 minutes with the tanker autopilot on. In the event of an inadvertent disconnect, the 5 minute time constraint will start over. There should be no more than 2 inadvertent disconnects while attempting to achieve the 5 minute contact requirement. Examinee demonstrated the ability to accomplish a sustained contact with the tanker autopilot off. A sustained contact of approximately 5 minutes is sufficient time to sample this maneuver.

4.9.23.2. Q-. Examinee demonstrated closure from pre-contact to contact with minor difficulty, but made timely corrections to speed and rate of closure. Examinee exhibited minor erratic maneuvering while attempting to maintain a stabilized contact position with the tanker autopilot on or off but was able to sustain a contact for the prescribed time without exceeding 2 inadvertent disconnects.

4.9.23.3. U. Closure from pre-contact to contact resulted in a potentially unsafe condition which required IP/EP intervention (i.e. an overrun condition in which the examinee either fails to recognize or respond). Examinee demonstrated an inability to

affect a contact and remain in a stabilized position for at least 5 minutes with the tanker autopilot either on or off.

**4.9.24. Area 63. Breakaway.**

4.9.24.1. Q. Examinee demonstrated prompt and deliberate breakaway procedures IAW Aircraft User's Manual and AFI 11-2C-32B, Vol 3.

4.9.24.2. Q-. Examinee was slow to respond to either tanker verbal or visual signal for a breakaway. Displayed minor deficiencies from procedure (i.e. not pressing the autopilot disconnect switch, not bringing throttles to full idle, not establishing a steady descent rate sufficient to separate from the tanker, etc.).

4.9.24.3. U. Incorrectly applied or failed to apply the breakaway procedure IAW Aircraft User's Manual and AFI 11-2C-32B, Vol 3. Incorrect application or overly abrupt control inputs caused a potentially unsafe condition during the breakaway maneuver.

**4.9.25. Area 64. Emergency Procedures.**

4.9.25.1. Q. Examinee displayed a thorough knowledge of AAR emergency procedures to include in-flight indications, causes and corrective actions. AAR emergency procedures include but are not limited to: failure to disconnect; emergency boom latching; tanker/receiver abort; pressure refueling; etc.

4.9.25.2. Q-. Examinee displayed adequate knowledge of AAR emergency procedures with minor deviations. Examinee was able to identify and draw logical conclusions to AAR emergency procedures with minor difficulty. Actions taken would not adversely impact the safety of the operation or the integrity of the air refueling system.

4.9.25.3. U. Examinee was unable to identify the malfunction or take corrective actions to correct an AAR emergency condition. Conclusions drawn would lead to potential system damage, mission failure, or jeopardize the safety of the aircraft and crew.

**4.9.26. Areas 65-69. Reserved for future use.**

## Chapter 5

### LOADMASTER (LM) EVALUATIONS

**5.1. General.** Mission qualified LMs require a combined QUAL/MSN evaluation. Instructors are required to demonstrate instructor duties on all periodic evaluations. (T-2)

**5.2. Requirements.** Refer to [Chapter 2](#) for general and [Chapter 3](#) for instructor grading areas and criteria. LM specific areas and criteria are listed in this chapter. (T-2)

**5.3. Evaluations.** For QUAL/MSN evaluations, QUAL Open and Closed Book examinations, CAPs, and an EPE are prerequisites for initial evaluations and requisites for periodic or requalification evaluations. The EPE will cover, at a minimum, one of the following areas during a QUAL/MSN evaluation: emergency signals, ground emergencies, in-flight emergencies (fire/smoke inside in-flight, rapid decompression), and landing emergencies (ditching). (T-2)

**5.3.1. Initial/Periodic/Requalification.** Required events include a minimum of complete aircraft preflight, sortie of any type, and complete post flight. All General and Mission areas/sub areas are required unless otherwise specified.

**5.3.2. Instructor.** Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. All instructor areas/sub areas are required instructor evaluation items. Examiners ensure instructor abilities are documented in the comments section of the AF Form 8/PEX worksheet. Document the specific area evaluated by the examinee. If the instructor taught throughout the entire mission and there were numerous areas in which instructor ability was demonstrated, one general comment is acceptable.

**Table 5.1. Loadmaster QUAL/MSN Grading Areas.**

Area	Notes	Grading Areas
82	2	Doors / Hatches / Access Panels.
83	2	Aircraft Limitations.
84	2	Weight and Balance.
85	2	Anti-Hijacking / Security Procedures.
86	1	Passenger Handling / Briefing.
87	2	Aircraft Configuration.
88	2	Load Planning / Inspection.
89	2	Hazardous Materials.
90	1	Supervisory Ability.
91	2	Cargo Restraint.
92	2	Electrical System.
93	2	Entertainment System.

Area	Notes	Grading Areas
94	1	Communication System.
95	2	Electric Airstairs.
96	2	Oxygen System.
97	2	Mission Equipment.
98	2	Cargo Loader.
99	2	Aircraft Support Equipment.
100	2	Cabin / Cargo Hold Lighting System.
101	2	Engine Running Onloads / Offloads.
102	2	Danger Areas.
103	2	Ground Servicing Requirements.
104	2	Customer Equipment Upload/Download.
105	2	Cold Weather Procedures.
106-120	3	Reserved for future use.
<b>Notes:</b> 1. Required in-flight 2. Required in-flight or alternate method 3. Reserved for future use.		

**5.4. Grading Criteria.** The following subparagraphs contain grading criteria for the areas listed in **Table 5.1.** (T-2)

**5.4.1. Area 82. Doors/ Hatches/Access Panels.**

5.4.1.1. Q. Examinee Located, inspected, and/or demonstrated the proper operation of the doors, hatches, access panels and the associated emergency equipment. Satisfactory knowledge of doors, hatches, and access panels operations, limitations, and the associated emergency equipment.

5.4.1.2. Q-. Examinee demonstrated difficulty locating, inspecting, and/or demonstrating the proper operation of the doors, hatches, access panels and the associated emergency equipment. Adequate knowledge of the doors, hatches, access panels operations, limitations, and the associated emergency equipment, but needs improvement.

5.4.1.3. U. Examinee failed to inspect, distribute and/or demonstrate the proper operation of the doors, hatches, access panels and associated emergency equipment. Unsatisfactory knowledge of the doors, hatches, and access panels operations, limitations, and associated emergency equipment.

**5.4.2. Area 83. Aircraft Limitations. Note:** Limitations may include, but are not limited to cabin zone restrictions, cargo bays, and loading aids.

5.4.2.1. Q. Examinee correctly stated, understood, and could apply the correct limitations associated with the aircraft, on/off loading, and associated equipment IAW AFI 11-2C-32B, Vol 3, FCOM, MEL, Aircraft User's Manual, and Boeing 757 Weight and Balance Control and Loading Manual.

5.4.2.2. Q-. Examinee demonstrated difficulty stating various limitations. Examinee had difficulty locating correct limitations IAW AFI 11-2C-32B, Vol 3, FCOM, MEL, Aircraft User's Manual, and Boeing 757 Weight and Balance Control and Loading Manual.

5.4.2.3. U. Examinee failed to state various limitations, or could not locate correct limitations IAW AFI 11-2C-32B, Vol 3, FCOM, MEL, Aircraft User's Manual, and Boeing 757 Weight and Balance Control and Loading Manual.

#### **5.4.3. Area 84. Weight and Balance.**

5.4.3.1. Q. Examinee demonstrated satisfactory knowledge of aircraft limitations and weight and balance directives was satisfactory. Examinee completed the Weight and Balance Form or substitute, legibly and accurately with only minor errors.

5.4.3.1.1. Takeoff or landing gross weight:  $\pm 500$  lbs.

5.4.3.1.2. Index Center of Gravity:  $\pm 0.5$  percent.

5.4.3.1.3. Aircraft gross takeoff limits: Not exceeded.

5.4.3.1.4. Aircraft gross landing limits: Not exceeded.

5.4.3.2. Q-. Examinee demonstrated limited knowledge of aircraft limitations and weight and balance directives. Had difficulty completing the Weight and Balance Form or substitute legibly and accurately. The Weight and Balance Form or substitute contained errors.

5.4.3.2.1. Takeoff or landing gross weights:  $\pm 501$ -1,000 lbs.

5.4.3.2.2. Index Center of Gravity:  $\pm 0.6$ -1.0 percent.

5.4.3.2.3. Aircraft gross takeoff limits: Not exceeded.

5.4.3.2.4. Aircraft gross landing limits: Not exceeded.

5.4.3.3. U. Examinee's knowledge of aircraft limitations and weight and balance directives was inadequate. Examinee failed to complete the Weight and Balance Form accurately. Exceeded Q- criteria.

#### **5.4.4. Area 85. Anti-Hijacking / Security Procedures.**

5.4.4.1. Q. Examinee demonstrated thorough knowledge of Anti-Hijacking /security procedures. Practiced sound Anti-Hijacking /security procedures during all phases of the mission.

5.4.4.2. Q-. Examinee demonstrated limited knowledge of Anti-Hijacking /security procedures. Minor deviations, omissions or errors which detracted from sortie execution, did not jeopardize sortie success.

5.4.4.3. U. Examinee demonstrated unsatisfactory knowledge of Anti-Hijacking /security procedures and/or was unfamiliar with Anti-Hijacking /security procedures



which could have had a negative impact on mission accomplishment. Failed to identify, request or obtain all security procedures required for the mission.

**5.4.5. Area 86. Passenger Handling / Briefing.**

5.4.5.1. Q. Examinee correctly briefed and performed passenger handling procedures IAW AFI 11-2C-32B, Vol 3.

5.4.5.2. Q-. Examinee demonstrated difficulty briefing and/or performing passenger handling procedures IAW AFI 11-2C-32B, Vol 3.

5.4.5.3. U. Examinee failed to brief and/or did not perform proper passenger handling procedures IAW AFI 11-2C-32B, Vol 3.

**5.4.6. Area 87. Aircraft Configuration.**

5.4.6.1. Q. Examinee ensured the aircraft was properly configured to accommodate mission requirements. Familiar with various configurations as outlined in applicable directives and properly stowed configuration items that were not used.

5.4.6.2. Q-. Examinee demonstrated difficulty configuring the aircraft but did not impede mission. Limited knowledge of various configurations as outlined in applicable directives.

5.4.6.3. U. Examinee failed to ensure proper aircraft configuration or caused mission delays. Examinee demonstrated unsatisfactory knowledge of configurations and/or failed to properly stow configuration items.

**5.4.7. Area 88. Load Planning/Inspection.**

5.4.7.1. Q. Examinee accurately planned /inspected a passenger/cargo load and meet aircraft CG limits IAW AFI 11-2C-32B, Vol 3, Aircraft User's Manual, Boeing 757 Weight and Balance Control and Loading Manual, AFMAN 24-204, and FCOM. Inspected load for proper preparation and documentation.

5.4.7.2. Q-. Examinee demonstrated difficulty planning/inspecting a passenger/cargo load to meet aircraft CG limits IAW AFI 11-2C-32B, Vol 3, Aircraft User's Manual, Boeing 757 Weight and Balance Control and Loading Manual, AFMAN 24-204, and FCOM and/or difficulty inspecting load for proper preparation and documentation.

5.4.7.3. U. Examinee was unable to plan/inspect a passenger/cargo load and meet aircraft CG limits IAW AFI 11-2C-32B, Vol 3, Aircraft User's Manual, Boeing 757 Weight and Balance Control and Loading Manual, AFMAN 24-204, and FCOM and/or failed to inspect load for proper preparation and documentation.

**5.4.8. Area 89. Hazardous Materials.**

5.4.8.1. Q. Examinee understood hazardous cargo procedures. Could comply with the provisions of AFMAN 24-204(I), Preparing Hazardous Materials for Military Air Shipments, operational directives and/or follow the procedures for air movement of hazardous cargo under tactical, contingency or emergency conditions.

5.4.8.2. Q-. Examinee understood hazardous cargo procedures, but made minor deviations stating them. Could comply with the provisions of AFMAN 24-204\_IP,

operational directives and/or follow the procedures for air movement of hazardous cargo under tactical, contingency or emergency conditions.

5.4.8.3. U. Examinee did not understand hazardous cargo procedures in AFMAN 24-204(I), *Preparing Hazardous Materials for Military Air Shipments* and operational directives.

**5.4.9. Area 90. Supervisory Ability.**

5.4.9.1. Q. Examinee established and maintained control of personnel during passenger and cargo loading operations.

5.4.9.2. Q-. Examinee established and maintained control of personnel, but made minor supervisory errors. Safety was not compromised.

5.4.9.3. U. Examinee did not establish or maintain control of personnel and/or safety was compromised.

**5.4.10. Area 91. Cargo Restraint.**

5.4.10.1. Q. Examinee correctly calculated and applied correct amount of restraint to a given item. Understood and could state the principals of restraint.

5.4.10.2. Q-. Examinee demonstrated difficulty calculating or applying the correct amount of restraint and/or did not fully understand the principals of restraint.

5.4.10.3. U. Examinee failed to correctly calculate or apply the correct amount of restraint and/or did not understand and could not state the principals of restraint.

**5.4.11. Area 92. Electrical System.**

5.4.11.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft electrical system, ensuring satisfactory operation within prescribed limits. Examinee explained proper electrical operations and limitations.

5.4.11.2. Q-. Examinee demonstrated difficulty in displaying a satisfactory knowledge of the aircraft electrical system. Examinee was slow to analyze problems or apply proper corrective actions.

5.4.11.3. U. Examinee failed to display a satisfactory knowledge of the aircraft electrical system. Examinee was unable to analyze problems or apply proper corrective actions.

**5.4.12. Area 93. Entertainment System.**

5.4.12.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft entertainment system, ensuring satisfactory operation within prescribed limits. Explained proper operation and corrective action for each type of operation.

5.4.12.2. Q-. Examinee demonstrated difficulty in displaying a satisfactory knowledge of the aircraft entertainment system. Slow to analyze problems or apply proper corrective actions.

5.4.12.3. U. Examinee failed to display a satisfactory knowledge of the aircraft entertainment system. Unable to analyze problems or apply proper corrective actions.

**5.4.13. Area 94. Communication System.**

5.4.13.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft communication system, ensuring satisfactory operation within prescribed limits. Explained proper operation and corrective action for each type of operation.

5.4.13.2. Q-. Examinee demonstrated difficulty in displaying a satisfactory knowledge of the aircraft communication system. Slow to analyze problems or apply proper corrective actions.

5.4.13.3. U. Examinee failed to display a satisfactory knowledge of the aircraft communication system. Unable to analyze problems or apply proper corrective actions.

**5.4.14. Area 95. Electric Airstairs.**

5.4.14.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft electric airstairs, ensuring satisfactory operation within prescribed limits. Explained proper operation, limitations, manual operation, and emergency procedures.

5.4.14.2. Q-. Examinee demonstrated difficulty in displaying a satisfactory knowledge of the aircraft electric airstairs. Slow to explain proper operation, limitations, manual operation and emergency procedures.

5.4.14.3. U. Examinee failed to display a satisfactory knowledge of the aircraft electric airstairs system. Unable to explain proper operation, limitations, manual operation and/or emergency procedures.

**5.4.15. Area 96. Oxygen System.**

5.4.15.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft oxygen systems, components and locations. Explained proper operation, limitations and components locations.

5.4.15.2. Q-. Examinee demonstrated limited knowledge of the aircraft oxygen systems, components and locations. Slow to explain proper operations, limitations and component locations.

5.4.15.3. U. Examinee demonstrated inadequate knowledge of the aircraft oxygen systems, components and/or locations. Failed to explain proper operations, limitations and/or component locations.

**5.4.16. Area 97. Mission Equipment.**

5.4.16.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft mission equipment and locations, ensuring satisfactory operation within prescribed limits. Explained proper operation and limitations for each type of operation.

5.4.16.2. Q-. Examinee demonstrated difficulty in displaying a satisfactory knowledge of the aircraft mission equipment and locations. Limited knowledge of the mission equipment operations and limitations.

5.4.16.3. U. Examinee failed to display a satisfactory knowledge of the aircraft mission equipment, operation limitations and locations.

**5.4.17. Area 98. Cargo Loader.**

5.4.17.1. Q. Examinee correctly demonstrated and/or explained cargo loader procedures within prescribe limits.

5.4.17.2. Q-. Examinee demonstrated difficulty and/or did not completely explain correct cargo loader procedures, but safety was not compromised.

5.4.17.3. U. Examinee failed to demonstrate and/or did not explain correct cargo loader procedures and/or safety was compromised.

**5.4.18. Area 99. Aircraft Support Equipment.**

5.4.18.1. Q. Examinee demonstrated satisfactory knowledge of the catering trucks, belt loaders, maintenance stands, and forklifts, ensuring satisfactory operation within prescribed limits. Explained proper operation and limitations for each type of operation.

5.4.18.2. Q-. Examinee demonstrated limited knowledge of the catering trucks, belt loaders, maintenance stands, and forklifts.

5.4.18.3. U. Examinee failed to demonstrate satisfactory knowledge of the catering trucks, belt loaders, maintenance stands, and forklifts.

**5.4.19. Area 100. Cabin/Cargo Hold Lighting System.**

5.4.19.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft cabin/cargo hold lighting systems, ensuring satisfactory operation within prescribed limits. Explained proper operation and controls for each type of operation.

5.4.19.2. Q-. Examinee demonstrated limited knowledge of the aircraft cabin/cargo hold lighting system.

5.4.19.3. U. Examinee failed to demonstrate satisfactory knowledge of the aircraft cabin/cargo hold lighting system.

**5.4.20. Area 101. Engine Running Onloads / Offloads.**

5.4.20.1. Q. Examinee followed/explained proper procedures for engine running on/off load operations IAW AFI 11-2C-32B, Vol 3.

5.4.20.2. Q-. Examinee demonstrated difficulty following/explaining proper procedures for engine running on/off load operations IAW AFI 11-2C-32B, Vol 3.

5.4.20.3. U. Examinee failed to follow/explain proper procedures for engine running on/off load operations IAW AFI 11-2C-32B, Vol 3.

**5.4.21. Area 102. Danger Areas.**

5.4.21.1. Q. Examinee demonstrated satisfactory knowledge of the aircraft danger areas and safety zones.

5.4.21.2. Q-. Examinee demonstrated limited knowledge of the aircraft danger areas and safety zones.

5.4.21.3. U. Examinee failed to demonstrate satisfactory knowledge of the aircraft danger areas and safety zones.

**5.4.22. Area 103. Ground Servicing Requirements.**

5.4.22.1. Q. Examinee correctly demonstrated ability to handle all aspects of ground handling IAW AFI 11-2C-32B, Vol 3, T.O. 00-25-172, and FCOM.

5.4.22.2. Q-. Examinee demonstrated limited ability to handle all aspects of ground handling IAW AFI 11-2C-32B, Vol 3, T.O. 00-25-172, and FCOM.

5.4.22.3. U. Examinee failed to demonstrate ability to handle all aspects of ground handling IAW AFI 11-2C-32B, Vol 3, T.O. 00-25-172, and FCOM.

**5.4.23. Area 104. Customer Equipment Upload / Download.**

5.4.23.1. Q. Examinee correctly demonstrated working knowledge of customer equipment upload and download IAW unit directives. Complete weight and balance forms IAW with AFI 11-2C-32B, Vol 3, L-3 Load Manifest and Weight and Balance Report, Boeing 757 Weight and Balance Control and Loading Manual, and appropriate FCOM.

5.4.23.2. Q-. Examinee demonstrated limited working knowledge of customer equipment upload and download IAW unit directives. Complete weight and balance forms IAW with AFI 11-2C-32B, Vol 3, L-3 Load Manifest and Weight and Balance Report, Boeing 757 Weight and Balance Control and Loading Manual, and appropriate FCOM.

5.4.23.3. U. Examinee failed to demonstrate a working knowledge of customer equipment upload and download IAW unit directives. Complete weight and balance forms IAW with AFI 11-2C-32B, Vol 3, L-3 Load Manifest and Weight and Balance Report, Boeing 757 Weight and Balance Control and Loading Manual, and appropriate FCOM.

**5.4.24. Area 105. Cold Weather Procedures.**

5.4.24.1. Q. Examinee demonstrated a satisfactory working knowledge of cold weather procedures.

5.4.24.2. Q-. Examinee demonstrated a limited working knowledge of cold weather procedures.

5.4.24.3. U. Examinee failed to explain/demonstrate a working knowledge of cold weather procedures.

**5.4.25. Areas 106 – 120. Reserved for future use.**

## Chapter 6

### AIRBORNE MISSION SYSTEMS SPECIALIST (AMSS) EVALUATIONS

**6.1. General.** Mission qualified AMSSs require a combined QUAL/MSN evaluation. Instructors are required to demonstrate instructor duties on all periodic evaluations. (T-2)

**6.2. Requirements.** Refer to [Chapter 2](#) for general and [Chapter 3](#) for instructor grading areas and criteria. AMSS specific areas and criteria are listed in this chapter. (T-2)

**6.3. Evaluations.** For QUAL/MSN evaluations, QUAL Open and Closed Book examinations, CAPs, and an EPE are prerequisites for initial evaluations and requisites for periodic or requalification evaluations. The EPE will cover, at a minimum, one of the following areas during a QUAL/MSN evaluation: emergency signals, ground emergencies, in-flight emergencies (fire/smoke inside in-flight, rapid decompression), and landing emergencies (ditching). (T-2)

**6.3.1. Initial/Periodic/Requalification.** Required events include a minimum of complete aircraft preflight, sortie of any type, and complete post flight. All General and Mission areas/sub areas are required unless otherwise specified. Administer initial/requalification evaluations on an AAR, communication flight, or operational mission, to allow the examinee to demonstrate proficiency in pre-mission planning, preflight, inflight and post-flight duties. Every effort should be made to conduct a periodic evaluation on an AAR, communication flight, or operational mission. However, the periodic evaluation may be conducted on a proficiency sortie if the previously listed mission types are not available. Document alternate evaluation methods in the unit supplement.

**6.3.2. Instructor.** Flight examiners will place particular emphasis on the examinee's ability to recognize student difficulties and provide timely, effective corrective action. All instructor areas/sub areas are required instructor evaluation items. Examiners ensure instructor abilities are documented in the comments section of the AF Form 8/PEX worksheet. Document the specific area evaluated by the examinee. If the instructor taught throughout the entire mission and there were numerous areas in which instructor ability was demonstrated, one general comment is acceptable.

**Table 6.1. Airborne Mission Systems Specialist (AMSS) Grading Areas.**

Areas	Notes	Grading Areas
121	2	Auxiliary Communication Equipment
122	2	Standing CEOI
123	2	Authentication Procedures/Encode-Decode Procedures (Critical)
124	1	Radio/Telephone Procedures
125	1	Interphone Procedures
126	2	Voice/Data Keying Material
127	1	En route Procedures
128	1	AAR Procedures

Areas	Notes	Grading Areas
129	1	Flight Following (C2) Procedures
130	2	Broadband Technologies
131	2	Communications Equipment Operations
132	2	Video System
133	2	Fail Safe Operations
134	2	Troubleshooting/Fault Isolation
135	2	Forms Completion
136	1	Post-flight Procedures
<b>Notes:</b> 1. Required in-flight 2. Required in-flight or alternate method		

**6.4. Grading Criteria.** The following subparagraphs contain grading criteria for **Areas 121-131** listed in **Table 6.1**. For **Areas 1-18 and 25-29**, grading criteria are contained in **Chapter 2 and 3** respectively. (T-2)

**6.4.1. Area 121. Auxiliary Communication Equipment.**

6.4.1.1. Q. Correctly prepared for flight with all documentation required by AFIs and the User's Manual.

6.4.1.2. Q-. Had difficulty correctly preparing for flight with all documentation required by AFIs.

6.4.1.3. U. Unsatisfactory prepared for flight with all documentation required by AFIs.

**6.4.2. Area 122. Standing CEOI.**

6.4.2.1. Q. Thoroughly familiar with the use of CEOI, its contents, and procedures contained within including execution checklists.

6.4.2.2. Q-. Had difficulty with the use of CEOI, its contents, and procedures contained within including execution checklists.

6.4.2.3. U. Lacked understanding and use of CEOI, its contents, and procedures contained within including execution checklists.

**6.4.3. Area 123. Authentication Procedures/Encode-Decode Procedures-CRITICAL.**

6.4.3.1. Q. Correct authentication materials were readily available. Able to authenticate within prescribed time using all authentication materials. Thorough knowledge of encode-decode materials and procedures. Correct/timely encode-decode was demonstrated. Correct materials were readily at hand.

6.4.3.2. U. Examinee demonstrated unsatisfactory knowledge of authentication/encode-decode materials and procedures. Examinee was incorrect or excessively slow

authentication/encode-decode procedures. Authentication/encode-decode materials were not readily available or were incorrect.

**6.4.4. Area 124. Radio/Telephone Procedures.**

6.4.4.1. Q. Examinee properly demonstrated knowledge of associated equipment and proper usage IAW applicable directives, FCOM, and Operating Manual.

6.4.4.2. Q-. Examinee had difficulty demonstrating knowledge of associated equipment and proper usage IAW applicable directives, FCOM, and Operating Manual.

6.4.4.3. U. Examinee demonstrated unsatisfactory knowledge of associated equipment and proper usage IAW applicable directives, FCOM, and Operating Manual.

**6.4.5. Area 125. Interphone Procedures.**

6.4.5.1. Q. Examinee demonstrated satisfactory knowledge of interphone equipment and proper usage.

6.4.5.2. Q-. Examinee had difficulty demonstrating knowledge of interphone equipment and proper usage.

6.4.5.3. U. Examinee demonstrated unsatisfactory knowledge of interphone equipment and proper usage.

**6.4.6. Area 126. Voice/Data Keying Material.**

6.4.6.1. Q. Examinee demonstrated satisfactory knowledge of how to load and manage all voice/data encryption equipment IAW applicable directives and Operating Manual.

6.4.6.2. Q-. Examinee had difficulty demonstrating knowledge of how to load and manage all voice/data encryption equipment IAW applicable directives and Operating Manual.

6.4.6.3. U. Examinee demonstrated unsatisfactory knowledge of how to load and manage all voice/data encryption equipment IAW applicable directives and Operating Manual.

**6.4.7. Area 127. Enroute Procedures.**

6.4.7.1. Q. Examinee performed satisfactory command/control and ATC Communications as required.

6.4.7.2. Q-. Examinee had difficulty performing command/control and ATC Communications as required.

6.4.7.3. U. Examinee performed unsatisfactory command/control and ATC Communications as required.

**6.4.8. Area 128. AAR Procedures.**

6.4.8.1. Q. Examinee demonstrated satisfactory knowledge of AAR radio call/coordination IAW applicable directives and as required by the aircraft commander.

6.4.8.2. Q-. Examinee had difficulty demonstrating satisfactory knowledge of AAR radio call/coordination IAW applicable directives and as required by the aircraft commander.



6.4.8.3. U. Examinee demonstrated unsatisfactory knowledge of AAR radio call/coordination IAW applicable directives and as required by the aircraft commander.

**6.4.9. Area 129. Flight Following (C2) Procedures.**

6.4.9.1. Q. Examinee performed satisfactory flight following radio calls/coordination IAW AFI 11-2C-32B, Vol 3 and as required by the aircraft commander.

6.4.9.2. Q-. Examinee had difficulty demonstrating satisfactory knowledge of flight following radio call/coordination IAW AFI 11-2C-32B, Vol 3 and as required by the aircraft commander.

6.4.9.3. U. Examinee demonstrated unsatisfactory knowledge of flight following radio call/coordination IAW AFI 11-2C-32B, Vol 3 and as required by the aircraft commander.

**6.4.10. Area 130. Broadband Technologies.**

6.4.10.1. Q. Examinee demonstrated satisfactory ability to operate, troubleshoot, in all modes (fax, data, etc.).

6.4.10.2. Q-. Examinee demonstrated difficulty operating, troubleshooting, in all modes (fax, data, etc.).

6.4.10.3. U. Examinee was unable to operate, troubleshoot, in all modes (fax, data, etc.).

**6.4.11. Area 131. Communications Equipment Operations.**

6.4.11.1. Q. Examinee demonstrated satisfactory ability to configure and operate secure voice, data systems, data-burst terminals, SATCOM, Ultra High Frequency/Very High Frequency (VHF)/High Frequency/INMARSAT fax copier-scanner, Identification, Friend or Foe- Selective Identification Feature and other computer/data devices as required.

6.4.11.2. Q-. Examinee demonstrated difficulty configuring and operating secure voice, data systems, data-burst terminals, SATCOM, Ultra High Frequency/Very High Frequency (VHF)/High Frequency /INMARSAT fax copier-scanner, Identification, Friend or Foe- Selective Identification Feature and other computer/data devices as required.

6.4.11.3. U. Examinee was unable to configure and operate secure voice, data systems, data-burst terminals, SATCOM, Ultra High Frequency/Very High Frequency (VHF)/High Frequency /INMARSAT fax copier-scanner, Identification, Friend or Foe- Selective Identification Feature and other computer/data devices as required.

**6.4.12. Area 132. Video System.**

6.4.12.1. Q. Examinee demonstrated satisfactory ability to operate, troubleshoot, designate monitors as mission needs dictate.

6.4.12.2. Q-. Examinee demonstrated difficulty operating, troubleshooting, designating monitors as mission needs dictate.

6.4.12.3. U. Examinee was unable to operate, troubleshoot, designate monitors as mission needs dictate.

**6.4.13. Area 133. Fail Safe Operations.**

6.4.13.1. Q. Examinee demonstrated satisfactory ability to conduct mission communications during degraded system/CMS failure. Provide adequate communications to support the mission requirements and/or re-establish CMS operations if applicable.

6.4.13.2. Q-. Examinee demonstrated difficulty conducting mission communications during degraded system/CMS failure. Examinee had difficulty providing adequate communications to support the mission requirements and/or had difficulty Re-establishing CMS operations if applicable.

6.4.13.3. U. Examinee was unable to conduct mission communications during degraded system/CMS failure. Examinee was unable to provide adequate communications to support the mission requirements and/or was unable to re-establish CMS operations if applicable.

**6.4.14. Area 134. Troubleshooting/Fault Isolation.**

6.4.14.1. Q. Examinee demonstrated satisfactory ability to troubleshoot and repair/swap malfunctioning communications equipment in-flight and at locations where qualified ground maintenance personnel are not available. Communications equipment repair is limited to the scope of the appropriate aircraft technical order or equipment documentation.

6.4.14.2. Q-. Examinee demonstrated difficulty troubleshooting and repair/swapping malfunctioning communications equipment in-flight and at locations where qualified ground maintenance personnel are not available. Communications equipment repair is limited to the scope of the appropriate aircraft technical order or equipment documentation.

6.4.14.3. U. Examinee was unable to troubleshoot and repair/swap malfunctioning communications equipment in-flight and at locations where qualified ground maintenance personnel are not available. Communications equipment repair is limited to the scope of the appropriate aircraft technical order or equipment documentation.

**6.4.15. Area 135. Forms Completion.**

6.4.15.1. Q. Examinee provided a documented record of all pertinent events during the mission on the appropriate forms.

6.4.15.2. Q-. Examinee demonstrated difficulty providing a documented record of all pertinent events during the mission on the appropriate forms.

6.4.15.3. U. Examinee was unable to provide a documented record of all pertinent events during the mission on the appropriate forms.

**6.4.16. Area 136. Post-flight Procedures.**

6.4.16.1. Q. Examinee zeroized all cryptographic devices and clear classified frequencies prior to leaving the aircraft.

6.4.16.2. Q-. Examinee demonstrated difficulty zeroizing all cryptographic devices and clear classified frequencies prior to leaving the aircraft.

6.4.16.3. U. Examinee was unable to or did not zeroize all cryptographic devices and clear classified frequencies prior to leaving the aircraft.

JOHN W. RAYMOND, Lt Gen, USAF  
Deputy Chief of Staff, Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*, 19 January 2012

AFPD 11-4, *Aviation Service*, 1 September 2004

AFI 11-2C-32B, Vol 1, *C-32B Aircrew Training*, 28 February 2011

AFI 11-2C-32B, Vol 3, *C-32B Operations Procedures*, 26 August 2011

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-215, *Flight Manual Procedures*, 22 December 2008

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011

AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, 13 September 2010

AFI 11-202, Vol 3, *General Flight Rules*, 5 April 2006

AFI 11-290, *Cockpit/Crew Resource Management Training Program*, 15 October 2012

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 November 1994

AFMAN 11-210, *Instrument Refresher Course Program*, 3 February 2005

AFMAN 11-217, Vol 1, *Instrument Flight Procedures*, 22 October 2010

AFMAN 24-204\_IP, *Preparing Hazardous Materials for Military Air Shipments*, 3 December 2012

AFMAN 33-363, *Management of Records*, 1 March 2008

*Boeing 757 Flight Crew Operations Manual (FCOM)*, 15 January 2013

*Boeing 757 Flight Crew Training Manual (FCTM)*, 31 July 2012

*Boeing 757 Minimum Equipment List (MEL)*, 17 October 2011

*Boeing 757 Quick Reference Handbook (QRH)*, 15 January 2013

*Boeing 757 Weight and Balance Control and Loading Manual*, 25 April 2012

*L-3 Load Manifest and Weight and Balance Report, Rev D*, 8 August 2013

G5628.00.25, *Aircraft User's Manual*, 1 June 2013

T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, 9 August 2013

***Forms Adopted***

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 847, *Recommendation for Change of Publication*

AF Form 942, *Record of Evaluation*

AF Form 315, *USAF Aviation Fuels Invoice*

AF Form 1381, *USAF Certification of Aircrew Training*

AF Form 3862, *Aircrew Evaluation Worksheet*

AF Form 4031, *CRM Skills Criteria Training/Evaluation Form*

AF Form 4111, *SOF/CSAR Training Record*

### ***Abbreviations and Acronyms***

**AAR—Air-to—**Air Refueling

**AFI—**Air Force Instruction

**AFPD—**Air Force Policy Directive

**AFSOC—**Air Force Special Operations Command

**AMSS—**Airborne Mission Systems Specialist

**ARMS—**Aviation Resource Management System

**ATC—**Air Traffic Control

**CAPS—**Critical Action Procedures

**CAT II ILS—**Category II Instrument Landing System

**CDL—**Configuration Deviation List

**CRM—**Cockpit/Crew Resource Management

**CEA—**Career Enlisted Aviator

**CEOI—**Communications and Electronic Operating Instruction

**EPE—**Emergency Procedures Evaluation

**FCOM—**Flight Crew Operations Manuals

**FEF—**Flight Evaluation Folder

**FLIP—**Flight Information Publication

**HQ—**Headquarters

**IAW—**In Accordance With

**INSTM—**Instrument

**IMT—**Information Management Tool

**LM—**Loadmaster

**LOC—**Localizer

**MAJCOM—**Major Command

**MDS—**Mission Design Series

**MEL**—Minimum Equipment Listing

**MSN**—Mission

**NAVAIDS**—Navigational Aids

**NGB**—National Guard Bureau

**NOTAM**—Notice To Airman

**OPR**—Office of Primary Responsibility

**PAR**—Precision Approach Radar

**PF**—Pilot Flying

**PNF**—Pilot Not Flying

**QUAL**—Qualification

**SATCOM**—Satellite Communications

**SID**—Standard Instrument Departure

**SOF**—Special Operations Forces

**TOLD**—Take Off and Landing Data

**VHF**—Very High Frequency

**WX**—Weather

### *Terms*

**Additional Crewmember (ACM)**—An individual possessing valid aeronautical orders who is required to perform in-flight duties and is assigned in addition to the normal aircrew complement required for a mission.

**Airborne Mission Systems Specialist**—A non-rated aircrew member specially trained to operate aircraft communication systems.

**Air Force Special Operations Command**—Major command for Air Force Special Operations members.

**Deviation**—Performing an action not in sequence with current procedures, directives, or regulations. Performing action(s) out of sequence due to unusual or extenuating circumstances is not considered a deviation. In some cases, momentary deviations may be acceptable; however, cumulative momentary deviations will be considered in determining the overall qualification level.

**Error**—Departure from standard procedures. Performing wrong actions or recording incorrect information.

**Major**—Adversely affected use of equipment, or violated safety.

**Minor**—Did not detract from mission completion.

**Hazardous Cargo or Materials**—Explosive, toxic, caustic, nuclear, combustible, flammable, biologically infectious, or poisonous materials that may directly endanger human life or property,

particularly if misused, mishandled or involved in accidents (AFMAN 11-204\_IP, *Preparing Hazardous Materials for Military Air Shipment*, AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*).

**Air-to-Air Refueling**—For the purpose of this instruction, airborne fuel onload (simulated or actual) by receiver aircraft.

**Instructor Certified Events**—Training given to an aircrew member that requires an instructor to certify the student's attainment of the required proficiency and knowledge levels as specified in courseware and, if appropriate, AF Form 4111, *SOF/CSAR Training Record*. Instructor certified events are documented on AF Form 1381, *USAF Certification of Aircrew Training*.

**Minimum Equipment Listing (MEL)** —Listing of all equipment necessary for flight or dispatch.

**Mission**—The movement of the aircraft from a designated point of origin to a designated destination as defined and identified by an assigned mission identifier in the schedule, mission directive, operation order, operation plan, or fragmentary order.

**Mission Qualified Aircrew Member**—An aircrew member who has satisfactorily completed a mission qualification and evaluation.

**Operational Mission**—A mission which has a primary purpose to directly support contingencies or HQ USSOCOM and its subordinate commands.

**Special Mission Evaluation**—Training given in a specific mission area/task that requires a flight evaluation.